D
790
.B34
18th
R.Sq.
Anx

HERBERT C. MAYES
FIRST LIEUTENANT, USAF
0-406421

PILOT OF ONE OF FOUR MARAUDERS
TO ATTACK THE JAPANESE FLEET
NEAR MIDWAY ISLAND
JUNE 4, 1942

DATA PROVIDED BY:

MABEL D. BALEN
WIDOW OF HERBERT C. MAYES

A1003789 D
790
.B34
18th
R.Sq
M55

JOHN O. MOENCH, Major General, USAF-Ret.
905 Sweetwater Blvd. South
Longwood, Florida 32779-3430

Mabel D. Balen
10181 Von Kleiben Road
Sonora, California 95370

On March 11, 1991, Mabel E. Balen visited with me at the above address. Mabel was the wife of First Lieutenant Herbert C. Mayes who was lost when four Martin B-26 Marauders undertook an attack on the massive Japanese fleet advancing on Midway.

Mabel related to me the events of the time, her feelings, the ceremony during which Herbert C. Mayes was awarded posthumously the Distinguished Service Cross, early military life, a ceremony in Hawaii honoring all those who lost their lives in the Midway operation, and more.

Mabel agreed to a voice interview and that tape has been forwarded to Richard P. Ellinger, Video Chairman, of The Martin B-26 Marauder Historical Society, for duplication. This tape will become a part of the archival material of the Historical Society.

Mabel also agreed to give the Historical Society some news clippings of the time, an album with photographs of the above-cited ceremonies, and more. Those items (other than the referenced photographs) have been copied and they follow herein -- copies of the referenced photographs will become a part of the photographic file of the Historical Society and, eventually, will be transferred to the archive of the Society.

Mabel stated that she had previously given data to Patti D. Hall of Seal Beach, California. It is, of course, the hope of all Marauder Men that the referenced items will eventually join with this record of one of the most famous of Marauder Men.

THE H. PAUL MANTHEI
HISTORICAL AVIATION LIBRARY

SAN DIEGO AEROSPACE MUSEUM

1ST LT. HERBERT C. MAYES

INDEX

Citation for Distinguished Service Cross.
"In Tribute" Scroll from San Jose State College.
Letter to Mrs. Mabel D. Mayes from G. C. Marshall, Chief of Staff, June 20, 1942.
Letter to Mrs. Mayes from H. H. Arnold, Commanding General, Army Air Forces, Memorial Day 1944.
Letter to Mrs. Mabel Mayes from Major General Barney M. Giles, Commander, Fourth Air Force.
News Clipping (2 Pages), San Francisco Examiner, Wednesday, July 15, 1942, "Navy's Complete Account of Midway Island Victory."
News Clipping (2 Pages), "U.S. Uses Torpedo Planes First Time."
News Clipping, S.F. Cal. Bulletin, July 11, 1942, "DSC Given to S.F. Army Flying Hero."
News Clipping, June 15, 1942, "Pacific Air Force Bracing For New Jap Blow."
News Clipping, S.F. Examiner, "2 Californians Win High Award for Midway Battle."
News Clipping, Tribune, July 10, 1942, "Local Man, H. C. Mayes Awarded Flying (sic) Cross."
News Clipping (3 pages), Hawaiian Paper, July 10, 1942, "28 Army Torpedo Bombers Win DSC.
News Clipping, "Army Airmen Honored for Heroism."
News Clipping, The San Francisco Examiner, October 25, 1942, "Flying (sic) Cross: Lt. H. C. Mayes."
News Clipping, S.F. Examiner, September 18, 1942, "Redwood City Hero Honored, Flying (sic) Cross Awarded to Officer."
News Clipping, Redwood City, California, October 31, 1942, "Mrs. H. C. Mayes to Receive Award."
News Clipping, S.F. Examiner, November 20, ----, "Mayes Widow Receives DSC at Hamilton."
News Clipping (photo of B-26, Serial 1-462, Torpedo Slung Below), "Pack's New 'Wallop'"
News Clipping (2 Pages), "79 Officers, Men of Air Force Here Given Awards for Heroism."
News Clipping, Chronical, July 11, 1942, "Army Honors S.F. Man as Midway Hero."
News Clipping, June 16, 1942 (Incomplete), "Troop Vessel Also Struck in Aleutian Battle."
Address by Major Willis H. Hale (2 Pages).
Extract for U.S. Army-Navy Journal of Recognition (3 Pages).
Handwritten Notes by Mabel D. Balen (7 Pages) Covering DSC Presentation Ceremony at Hamilton Field, California, November 1, 1942.

CITATION FOR DISTINGUISHED SERVICE CROSS

"HERBERT C. MAYES, (0-406421), first lieutenant, 18th Reconnaissance Squadron (M), AAF, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant MAYES, as pilot of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant Mayes was pilot, was lost. Entered military service from California."

In Tribute

Lt. Herbert Mayes

San Jose State College

Jane Reed Graham

PRESIDENT ASSOCIATED STUDENTS

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

June 20, 1942.

Mrs. Mabel D. Mayes,
927 Iris Street,
Redwood City, California.

Dear Mrs. Mayes:

I have just learned that your husband is reported as missing in action in the South Pacific Area. We have hoped that the search for him would prove successful but as time goes on our hopes diminish and I wish to express to you my deepest sympathy. Words are wholly inadequate to the occasion, but I do hope that you will find consolation in the knowledge that your husband made his sacrifice at the great moment and in the service of his country. More cannot be said in honor of his memory.

If any information is received in the future, I will see that you are notified immediately.

Faithfully yours,

G. C. MARSHALL,
Chief of Staff.

HEADQUARTERS, ARMY AIR FORCES
OFFICE OF THE COMMANDING GENERAL
WASHINGTON 25, D. C.

MEMORIAL DAY 1944

Dear Mrs. Mayes:

On this Memorial Day, I should like you to know that we of the Army Air Forces have not forgotten.

Very sincerely,

H. H. ARNOLD,
General, U. S. Army,
Commanding General, Army Air Forces.

OFFICE OF THE COMMANDING GENERAL
HEADQUARTERS FOURTH AIR FORCE
SAN FRANCISCO, CALIFORNIA

November 10, 1942

Mrs. Mabel Mayes
927 Iris Street
Redwood City, California

Dear Mrs. Mayes:

I appreciate your letter of November 7th, and wish to say it was indeed an honor to present the Distinguished Service Cross to you on behalf of your husband in recognition of his outstanding bravery under fire.

It is acts such as his which inspire us to carry on and win the fight in order that the sacrifices of our boys will not be in vain. We are all very proud of the fine record of our boys who have gone out from this Air Force and have performed almost impossible feats of heroism under fire.

Thanking you again for your letter, I am

Sincerely,

Barney M. Giles

BARNEY M. GILES
Major General, U.S.A.
Commanding

Navy's Complete Account of Midway

U. S. KNOCKS OUT INVASION FLEET

Detailed Operations From Time Jap Force Was Sighted

WASHINGTON, July 14.—(AP)—Following is the text of the Navy Department communique:

Navy Department communique No. 97:

1—Early in June, near the island of Midway about 1,100 miles to the westward of Pearl Harbor, units of our Army, Navy and Marine Corps joined action with a strong Japanese invasion fleet which was approaching our Midway outpost.

The voluminous reports of the details of the battle of Midway have been studied and evaluated so that this resume now becomes possible.

2—After the defeat of the Japanese in the battle of the Coral Sea between May 4 and May 8, our shore based reconnaissance aircraft and submarines reported a general withdrawal of enemy naval ships from the southwest Pacific toward Japan. Concentration of enemy naval units made it apparent that large scale offensive operations were planned by the enemy.

But the exact nature of the plan of the attack could only be guessed.

AUSTRALIA DEFENDED.

The enemy had learned in the battle of the Coral Sea that the sea approaches to Australia were strongly defended. It appeared logical, therefore, that the enemy's next thrust would come in some other area — possibly Hawaii, Alaska, the Panama Canal Zone, or even the Pacific coast of the United States.

In accordance with this estimate, United States naval surface forces were deployed in the area between Midway and the Aleutian Islands. Bases in the outlying islands and in Alaska were reinforced by long-range shore based aircraft. Similar precautionary measures also were taken on the Pacific coast and in the vicinity of the Panama Canal.

3—At about 9 a. m., June 3, United States naval patrol planes reported a strong force of enemy ships about 700 miles off Midway, proceeding eastward. Nine United States Army "flying fortresses" based on Midway immediately were ordered to intercept and attack the approaching enemy.

The Japanese force was observed to be approaching in five columns and was composed of many cruisers, transports, cargo vessels and other escort ships. The Army bombers scored hits on one cruiser and one transport. Both ships were severely damaged and left burning. Some lesser damage was done to other vessels in the formation.

MOONLIGHT ASSAULT.

Later, during the night, four Navy "Catalina" flying boats located and attacked the same enemy group by moonlight. These four planes scored two torpedo hits on large enemy ships, one of which is believed to have sunk.

4—About dawn on June 4, several groups of Army medium and heavy bombers, and United States Marine Corps dive bombers and torpedo planes took to the air from Midway to attack the approaching enemy. The results of this attack were as follows:

(a) Four Army torpedo bombers attacked two enemy aircraft carriers through a heavy screen of enemy fighter protection and a curtain of antiaircraft fire. One torpedo hit on a carrier is believed to have been made. Two of the four bombers failed to return.

(b) Six Marine Corps torpedo planes attacked the enemy force in the face of heavy odds. It is believed this group secured one hit on an enemy ship. Only one of these six planes returned to its base.

(C) Sixteen Marine Corps dive bombers attacked and scored three hits on a carrier, which is believed to have been the Soryu. Only half of the attacking planes returned.

(D) Another group of eleven Marine Corps dive bombers made a later attack on enemy ships and reported two bomb hits on an enemy battleship, which was left smoking and listing.

(E) A group of sixteen United States Army "flying fortresses" carried out high level bombing attacks scoring three hits on enemy carriers. One carrier was left smoking heavily.

5—Meanwhile, at 6:35 a. m. (Midway time, June 4th), shortly after the Marine Corps planes had left Midway to carry out an attack mission, the island, itself, was attacked by a large group of carrier-based enemy planes. They were engaged by a badly outnumbered Marine Corps fighter force, which met the enemy in the air as he arrived.

40 JAPS DOWNED.

These defending fighters, aided by antiaircraft batteries, shot down at least forty of the enemy planes. Several more were damaged. As the result of this fighter defense, the material damage to shore installations, though serious, was not disabling. No plane was caught grounded at Midway.

6—The Midway based air forces had struck the approaching Japanese fleet with their full strength, but the enemy did not appear to have been checked. It was estimated that only ten enemy ships had been damaged out of a total enemy force of approximately eighty ships then converging upon Midway.

7—It was learned later that our aerial attacks had caused the enemy carrier force to change its course. They began a retirement to the northwestward some time between 8:30 and 9:30 a. m., on the morning of June 4. Their complete change of course was not observed by our shore based planes because the change came after the planes had delivered their attacks and while they were returning to Midway to rearm.

8—Meanwhile, United States naval forces afloat were being brought into position. Our carrier based aircraft were launched and were proceeding to the spot where the enemy's previous course and speed would have placed him had he chosen to continue the assault, as expected. Unaware of the enemy's change of course, one group of carrier-based fighters and dive bombers searched along the reported track to the southeast until shortage of gas forced them to abandon the search and go in to Midway. Some were forced down at sea when they ran out of gas.

PLANES RESCUED.

Most of those forced down were later rescued. The commanding officer of a different flight composed of fighters, dive bombers and torpedo planes made an accurate estimate of the situation and concluded that the enemy was retreating. Fifteen torpedo planes from this group, therefore, located the enemy to the westward and proceeded to attack at once without protection or assistance of any kind. Although some hits were reported by radio from these airplanes, and although some enemy fighters were shot down, the total damage inflicted by this squadron in this attack may never be known.

None of these fifteen planes returned. The sole survivor of the thirty officers and men of this squadron was Ensign G. H. Gay Jr., U. S. N. R., who scored one torpedo hit on an enemy carrier before he was shot down.

9—Other carrier based groups of torpedo planes proceeded to press the attack after the enemy had been located. In spite of heavy losses during these attacks, the torpedo planes engaged the attention of the enemy fighters and antiaircraft batteries to such a degree that our dive bombers were able to drop bomb after bomb on the enemy ships without serious interference. As the result, the Navy dive bombers scored many hits and during this phase of the action inflicted upon the enemy the following damage:

(a)—The Kaga, Akagi and Soryu, aircraft carriers, were severely damaged. Gasoline in planes caught on their flight decks ignited, starting fires which burned until each carrier had sunk.

(b)—Two battleships were hit. One was left burning fiercely.

(c)—One destroyer was hit and is believed to have sunk.

10—Shortly after this battle, a force of about thirty-six enemy planes from the undamaged carrier Hiryu attacked the United States aircraft carrier Yorktown and her escorts. Eleven of eighteen Japanese bombers in the group were shot down by our fighters before their bombs were dropped. Seven got through our fighter protection.

Of these seven, one was disintegrated by a surface ship's antiaircraft fire; a second dropped its bombload into the sea and plunged after it; while a third was torn to shreds by machine-gun fire from United States fighter planes. Four enemy bombers escaped after scoring three direct hits.

11—Shortly afterward, twelve to fifteen enemy torpedo planes escorted by fighters attacked the Yorktown. Between four and seven of this group were destroyed by our fighters and three were shot down by antiaircraft fire before they could launch their torpedoes. Five succeeded in launching torpedoes but all five were destroyed as they attempted to escape. The damage caused a list which rendered her flight deck useless for landings and takeoffs. Her aircraft, however, continued the battle operating from other United States carriers.

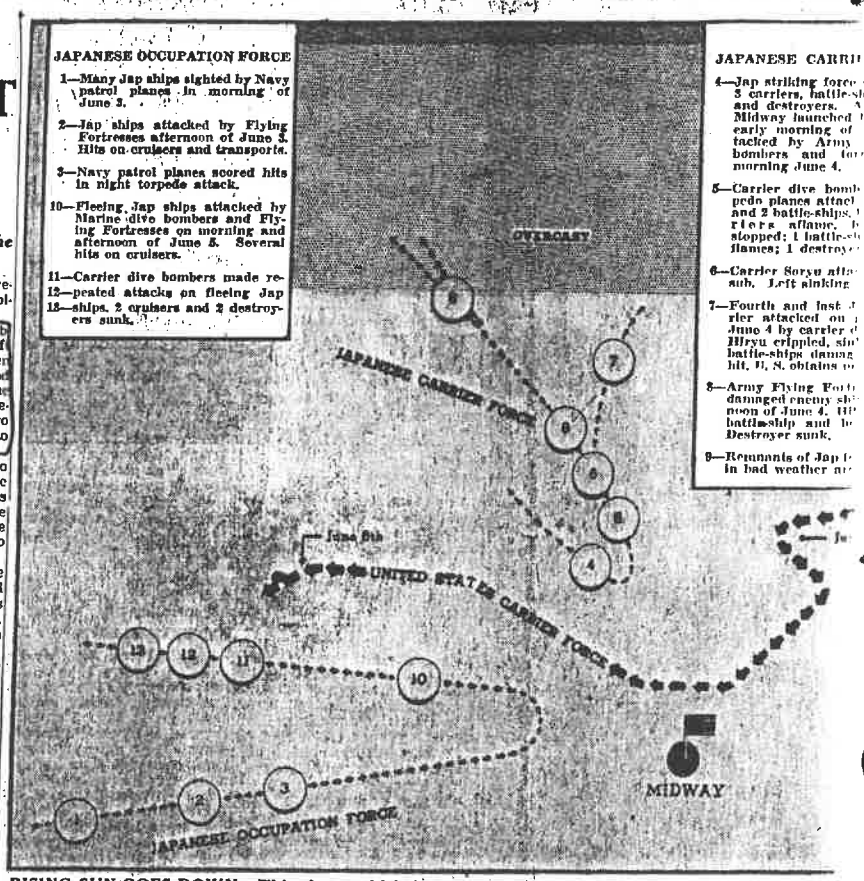
YORKTOWN VICTORY.

While this attack on the Yorktown was in progress, some of her own planes located the Japanese carrier Hiryu in company with battleships, cruisers and destroyers. Our carrier planes immediately launched an attack against this newly located foe. The Hiryu was hit repeatedly and left blazing from stem to stern. She sank the following morning. Two of the enemy battleships were pounded severely by bombers and the heavy cruiser was damaged severely.

13—During the same afternoon (June 4), a United States submarine scored three torpedo hits on the smoking carrier Soryo as the enemy was attempting to take it in tow. These hits caused an outbreak of fresh flames which engulfed the carrier and forced the crew to abandon ship. At about sunset heavy explosions and huge billow observed. The S the night.

14—Just befor United S ers delivered attack on the sec burning ships. scored on a (probably the A scored on a lar a cruiser which and one destro and believed to

15—The situa on June (a)—United gained mastery region of Midwa (b)—Two ca Akagi, had b bombs and tor planes and ca aircraft in the Akagi had bee by Army aircraf noon. One of t was reported b have been shell by a Japanese emy carriers s by the Japanes (c)—The Sor heavily by Ma bombers, Army based planes, She sank durin (d)—The Hir out of action b after her own aged the Yorkt sank early the (e)—Two ca had been dama


JAPANESE OCCUPATION FORCE
1—Many Jap ships sighted by Navy patrol planes in morning of June 3.
2—Jap ships attacked by Flying Fortresses afternoon of June 3. Hits on cruisers and transports.
3—Navy patrol planes scored hits in night torpedo attack.
10—Fleeing Jap ships attacked by Marine dive bombers and Flying Fortresses on morning and afternoon of June 5. Several hits on cruisers.
11—Carrier dive bombers made re-
12—peated attacks on fleeing Jap
13—ships. 2 cruisers and 2 destroyers sunk.
JAPANESE CARRI
4—Jap striking force 3 carriers, battle-sh and destroyers. Midway launched early morning of tacked by Army bombers and morning June 4.
5—Carrier dive bomb pedo planes attacl and 2 battle-ships. riers aflame. sloped; 1 battle-s flames; 1 destroy
6—Carrier Soryu atta sub. Left sinking
7—Fourth and last rier attacked on June 4 by carrier Hiryu crippled, sin battle-ships damag hit. U. S. obtains
8—Army Flying Fort damaged enemy sh noon of June 4. H battle-ship and Destroyer sunk.
9—Remnants of Jap in bad weather a
OVERCAST
JAPANESE CARRIER FORCE
June 5th
UNITED STATES CARRIER FORCE
MIDWAY
JAPANESE OCCUPATION FORCE

RISING SUN GOES DOWN—This chart, which resembles diagram of football play, shows operation of U. S. Navy and Army bombers that blasted Japs out of sea and sky in Battle of Midway Island. Capt left and right explain sequence of Ame which began June 3 and ended in rout o —Assoc

Log of Dive Bombers Details Midway Action

WASHINGTON, July 14.—(AP)—The Navy released tonight the following extracts from a log of radio conversations among members of a dive bomber squadron who it said gave a Japanese battleship a "bad five minutes" a

"You are going to hit him right on the fantail!"

"Let's get a couple of those destroyers."

"These Japs are as easy as

Jap War Captive Lauds U. S. Food

CAMP LIVINGSTON (La.), July 14.—(AP)—"Thank you," wrote the Japanese war prisoner in English, "food very good every day."

First Japanese to arrive at the Army's internment camp here, he nodded shy smiled at Lieut. Col. John L. Dunn, commanding officer, told reporters

Ill Fated Air Squadron Aided Midway Victory

WASHINGTON, July 14.—(AP)—A squadron of fifteen torpedo planes which never came back from the sea made possible the [illegible] reported tonight.

memorandum on No. 8's attack. "and a seemingly impenetrable screen of cruisers and destroyers protected the carriers. Nevertheless No. 8 deliberately pressed home its attack at short range,

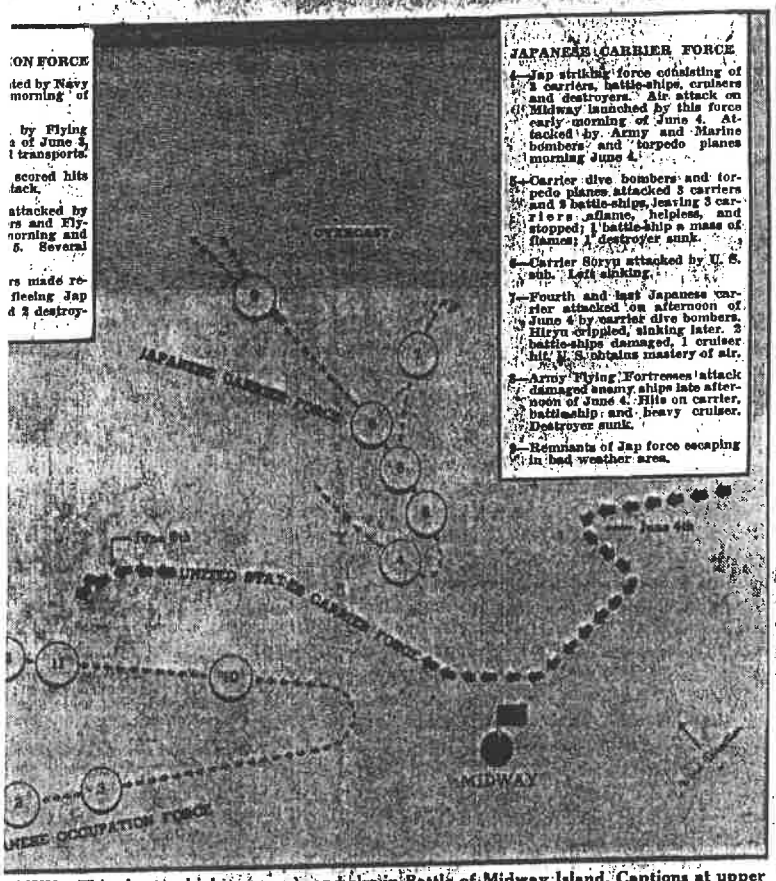
Soviet Ai U. S.

MOSCOW, Ju "The Germans out blow in th despite their p Soviet Vice Fo S. A. Lazovsky

He made th bus been for R can newspaper

THIS PAGE LAPS TO NEXT PAGE

ccount of Midway Island Victory!


JAPANESE CARRIER FORCE
4—Jap striking force consisting of 3 carriers, battle-ships, cruisers and destroyers. Air attack on Midway launched by this force early morning of June 4. Attacked by Army and Marine bombers and torpedo planes morning June 4.
5—Carrier dive bombers and torpedo planes attacked 3 carriers and 2 battle-ships, leaving 3 carriers aflame, helpless, and stopped; 1 battle-ship a mass of flames; 1 destroyer sunk.
6—Carrier Soryu attacked by U. S. sub. Left sinking.
7—Fourth and last Japanese carrier attacked on afternoon of June 4 by carrier dive bombers. Hiryu crippled, sinking later. 2 battle-ships damaged, 1 cruiser hit. U. S. obtains mastery of air.
8—Army Flying Fortresses attack damaged enemy ships late afternoon of June 4. Hits on carrier, battleship and heavy cruiser. Destroyer sunk.
9—Remnants of Jap force escaping in bad weather area.
MIDWAY
JAPANESE OCCUPATION FORCE

DOWN—This chart, which resembles a football play, shows operation of U. S. sea and air forces that blasted Japs out of sea and sky in Battle of Midway Island. Captions at upper left and right explain sequence of American assault which began June 3 and ended in rout of Tokio force.
—Isolated Press Wirephoto.

would had been located. In spite of chosen heavy losses during these attacks, as ex- the torpedo planes engaged the nemy's attention of the enemy fighters oup of and antiaircraft batteries to such d dive a degree that our dive bombers the re- were able to drop bomb after ast un- bomb on the enemy ships without thent serious interference. As the re- d go in sult, the Navy dive bombers forced scored many hits and during this an out phase of the action inflicted upon the enemy the following damage:

(a)—The Japanese carriers Hiryu, Soryu, aircraft carriers, were severely damaged. Gasoline in down planes caught on their flight e com- decks ignited, starting fires which ifferent burned until each carrier had rs, dive sunk. s made the sit- at the Fifteen (b)—Two battleships were hit. group, One was left burning fiercely. emy to (c)—One destroyer was hit and ded to is believed to have sunk. tection d. At- eported

10—Shortly after this battle, a force of about thirty-six enemy planes from the undamaged carrier Hiryu attacked the United States aircraft carrier Yorktown and her escorts. Eleven of eighteen Japanese bombers in the group were shot down by our fighters before their bombs were dropped. Seven got through our fighter protection.

Of these seven, one was disintegrated by a surface ship's anti-aircraft fire; a second dropped its bombload into the sea and plunged after it; while a third was torn to shreds by machine-gun fire from United States fighter planes. Four enemy bombers escaped after scoring three direct hits.

11—Shortly afterward, twelve to fifteen enemy torpedo planes escorted by fighters attacked the Yorktown. Between four and seven of this group were destroyed by our fighters and three were shot down by antiaircraft fire before they could launch their torpedoes. Five succeeded in launching torpedoes but all five were destroyed as they attempted to escape. The damage caused this group, however, continued the battle operating from other United States carriers.

YORKTOWN VICTORY.

While this attack on the Yorktown was in progress, some of her own planes located the Japanese carrier Hiryu in company with battleships, cruisers and destroyers. Our carrier planes immediately launched an attack against this newly located foe. The Hiryu was hit repeatedly and left blazing from stem to stern. She sank the following morning. Two of the enemy battleships were pounded severely by bombers and the heavy cruiser was damaged severely.

13—During the same afternoon (June 4), a United States submarine scored three torpedo hits on the smoking carrier Soryo as the enemy was attempting to take it in tow. These hits caused an outbreak of fresh flames which engulfed the carrier and forced the crew to abandon ship. At about sunset heavy explosions and huge billows of smoke were observed. The Soryu sunk during the night.

14—Just before sunset (June 4) United States Army bombers delivered a heavy bomb attack on the severely crippled and burning ships. Three hits were scored on a damaged carrier (probably the Akagi), one hit was scored on a large ship, one hit on a cruiser which was left burning, and one destroyer was damaged and believed to have sunk.

15—The situation at sundown on June 4 was as follows:

(a)—United States forces had gained mastery of the air in the region of Midway.

(b)—Two carriers, Kaga and Akagi, had been hit by many bombs and torpedoes from Army planes and carried based naval aircraft in the morning, and the Akagi had been further damaged by Army aircraft in the late afternoon. One of these two carriers was reported by Ensign Gay to have been shelled and finished off by a Japanese cruiser. Both enemy carriers sank or were sunk by the Japanese before morning.

(c)—The Soryu had been hit heavily by Marine Corps dive bombers, Army bombers, carrier based planes, and a submarine. She sank during the night.

(d)—The Hiryu had been put out of action by carrier aircraft after her own planes had damaged the Yorktown. The Hiryu sank early the following morning.

(e)—Two enemy battleships had been damaged, one severely.

(f)—One enemy destroyer had been sunk.

(g)—One enemy transport and several other ships had been damaged.

(h)—The U. S. S. Yorktown had been put out of action.

16—Early in the morning of June 5, an enemy submarine shelled Midway briefly but caused no damage. Our shore batteries returned the fire. At dawn our forces were marshaling their strength for further assaults against the enemy fleets which by now had separated into several groups, all in full retreat.

Unfavorable flying weather made search to the northwest of Midway difficult and hazardous but a flight of United States Army "flying fortresses" managed to contact an enemy contingent of battleships and cruisers to the westward of Midway. They attacked, and scored a direct hit on the damaged cruiser.

Another bomb damaged the same cruiser's steering gear. She was last observed listing badly and turning in tight circles. This attack was followed quickly by a second Army air force attack which scored a hit on the stern of a heavy cruiser. Meanwhile, at about noon (June 5) United States Marines Corps aircraft located the damaged enemy cruiser and delivered one direct hit.

17—In the afternoon of June 5, Army "flying fortresses" attacked enemy cruisers again and scored three direct hits upon one heavy cruiser. On the return trip, one of these planes was lost; a second was forced down at sea fifteen miles from Midway. All except one of the crew of the second plane were rescued.

SEARCH HAMPERED.

A local bad weather condition to the northwest of Midway hampered the search operations of our carrier planes which were seeking the enemy in that area. Throughout the night of June 5-6, our aircraft carriers steamed to the westward in pursuit of the enemy.

18—Early in the morning of June 6, in the search by carrier aircraft discovered two groups of enemy ships, each containing cruisers and destroyers. Between 9:30 and 10 a. m., our carrier planes attacked one group which contained the heavy cruisers Mikuma and Mogami and three destroyers.

At least two bomb hits were scored on each cruiser. One of the destroyers was sunk. The attacks were carried on until 5:30 p. m. The Mikuma was sunk shortly after noon. The Mogami was gutted and subsequently sunk. Another enemy cruiser and a destroyer also were hit during these series of attacks.

19—It was during this afternoon (June 6) that the United States destroyer Hammann was torpedoed and sunk by an enemy submarine. Most of her crew were rescued. The Hammann was the destroyer announced as lost in Admiral Nimitz' Communique No. 4 (June 7, 1942).

20—After June 6 repeated attempts were made to contact the remainder of the Japanese invasion fleet but without success. It was on June 9, while one of these searches was being carried out by a group of long range Army medium bombers under the command of Maj. Gen. Clarence L. Tinker, U. S. A., that the plane carrying General Tinker was forced down at sea and lost.

21—The following is a recapitulation of the damage inflicted upon the enemy during the battle of Midway:

(a) Four Japanese aircraft carriers, the Kaga, Akagi, Soryu and Hiryu were sunk.

(b)—Three battleships were damaged by bomb and torpedo hits, one severely.

(c) Two heavy cruisers, the Mogami and the Mikuma, were sunk. Three others were damaged, one or two severely.

(d) One light cruiser was damaged.

(e) Three destroyers were sunk and several others were damaged, and one or more sunk.

(g) An estimated 275 Japanese aircraft were destroyed or lost at sea through a lack of flight decks on which to land.

(h) Approximately 4,800 Japanese were killed or drowned.

22—Our total personnel losses were ninety-two officers and 215 enlisted men.

23—Our forces fought under the command of Admiral Chester W. Nimitz, U. S. N., commander in chief of the Pacific Fleet. Other officers who held important commands during the battle were Lieut. Gen. Delos C. Emmons, U. S. A., commanding general, Hawaiian department; Maj. Gen. W. W. Hale, U. S. A., head of the bombing command of the Army Air Force in Hawaii, and Brig. Gen. Henry K. Pickett, U. S. M. C., commander of United States Marine Corps forces in the Hawaiian area.

24—Among the officers who held important commands at the scene of the action were Maj. Gen. C. L. Tinker, U. S. A., commander of the Army Air Force in Hawaii. General Tinker was lost in action. Vice Admiral, then Rear Admiral F. J. Fletcher, U. S. N.; Rear Admiral R. A. Spruance, U. S. N.; Rear Admiral T. C. Kincaid, U. S. N., and Rear Admiral W. W. Smith, U. S. N., had commands at sea throughout the action. Capt. C. T. Simard, U. S. N., had command of the naval air station at Midway. Col. Harold D. Shannon, U. S. M. C., was the commanding officer of ground troops at Midway. Lieut. Col. Ira L. Kimes, U. S. M. C., was the commanding officer of the Marine Corps aircraft at Midway. Lieut. Col. W. C. Sweeney Jr., U. S. A., commanded a formation of heavy Army bombers.

25—The Battle of Midway was a complex and widespread action involving a number of engagements lasting more than three days and nights. Even our active participants in the numerous attacks and counterattacks are unable to give confidently an accurate account of the damage inflicted by any one group in the many individual and unified attacks of our Army, Navy and Marine Corps personnel.

BATTLE ENDS WITH ENEMY IN FLIGHT

Yank Sea, Land Forces Combined For Greatest Pacific Fight

Ill Fated Air Squadron Aided Midway Victory

WASHINGTON, July 14. —(AP)—A squadron of fifteen torpedo planes which never came back from the sea made possible the battle of Midway, the Navy reported tonight.

memorandum on No. 8's attack, "and a seemingly impenetrable screen of cruisers and destroyers protected the carriers. Nevertheless No. 8 deliberately pressed home its attack at short range.

Soviet Aide in U. S. Confident

MOSCOW, July 14.—(INS)—"The Germans will get a knockout blow in the fourth round," despite their present advances, Soviet Vice Foreign Commissar S. A. Lozovsky said today.

He made the statement at a luncheon for British and American newspapermen.

"The Germans won the first round with their initial attack

Gandhi Calls for Open, Nonviolent Revolt

WARDHA (India), July 14.—(INS)—Mohandas K. Gandhi, announcing a new "mass movement" for the complete independence of India from British rule, declared today this is open rebellion."

the British or their Allies, or to encourage Axis aggression of India.

Baron Fitts Gets Army Air Office

FROM PREVIOUS PAGE

Capt. Jim Collins' interview

CCCC

U. S. USES TORPEDO PLANES FIRST TIME

New American Air Arm Wreaks Havoc on Japs at Midway

By CLARK LEE
Associated Press Staff Writer.

PEARL HARBOR (Hawaii), June 12.—"We just dodged between two cruisers, played leapfrog over the ack ack, went close into the Jap carrier and laid our torpedoes on her deck. It was all cut and dried."

The attack thus described by Capt. James F. Collins, 26, of Meriden, Miss., actually was the most thrilling Army airplane action in last week's battle for Midway.

It took place on the morning of June 4, within 200 miles of Midway. It was the first time in history that American Army planes had dropped torpedoes against a ship. The Army planes recently were converted into torpedo carriers.

TWO PLANES LOST.

Two of Captain Collins' planes didn't get back, but one of these two torpedoed another Japanese carrier before it crashed into the ocean.

One of Captain Collins' planes, piloted by Lieut. James B. Muri, 23, of Miles City, Mont., came home with 500 bullet holes in it.

It was a miracle that Collins, Muri and their crews lived to tell the story. They flew in to attack the carrier through a concentrated hell of ack ack fire from the entire Japanese battle fleet. Throughout their attack, Japanese fighters constantly dove on them in vicious swarms.

Two of Lieutenant Muri's crew were severely wounded, and for awhile he was without protection from fighters until his co-pilot, Lieut. P. L. Moore of El Centro, Calif., crawled through the plane, tended the wounded men and manned the tail gun.

ATTACK WITNESSED.

Attacks by Collins' squadron were witnessed by Ensign George H. Gay of Houston, Tex., from the floating wreckage of his own plane. He told of seeing Collins' third plane attack a second Japanese carrier through the heaviest antiaircraft fire.

Her torpedo crashed squarely into the carrier, but the American plane, after leapfrogging over the carrier's deck, was itself hit by antiaircraft and crashed into the sea.

Captain Collins, a soft voiced, tough fibered southerner, was in London last year as an observer with the RAF.

"We sighted the Jap fleet from about twenty miles," the captain said. "They were in battle formation, with destroyers outflanking the cruisers, carriers and at least one battleship.

"We saw three carriers, but possibly there were four.

BUSY DODGING.

"We approached from their side and, when we were about two miles from the outside ring of ships they opened with everything they had. The battleship fired its guns into the water, throwing up spray in an effort to halt us, but it was ineffective.

"The next few minutes were the busiest in our lives. We kept watching the antiaircraft fire, trying to outguess the Japs. When their range was bad we just sat tight and held our course. When it started to come too close we'd change and wait for the next ones to come close, then jump again. That's the way you have to do it.

"Neither my plane nor Muri's was hit by antiaircraft.

RIDDLED BY BULLETS.

"We were almost on top of the enemy fleet before we picked out our target, a carrier, which was in the center of other ships and more or less by itself. It was the biggest carrier there, so we chose it.

"The carriers already had their fighters in the air when they sighted us and just as we were going in those Zeros hit us. At least thirty Zeros were working on our two planes. My tail gunner got a piece of glass in his face from an explosive shell from a Zero. All those in Muri's plane except Muri and Moore were wounded and his guns were temporarily out of action, so those Zeros really worked him over.

"I had about fifty bullet holes in my plane. Several bullets came right through the entire plane from the rear and whizzed past my head and out the plane's nose. Twenty millimeter explosive shells were shaking us up.

"Those Japs stayed with us throughout the attack, flying right into their own ack ack and keeping on our tail. I'll say those Zeros are one of the world's best fighting planes, and that the Jap flyer is one damn good fighter."

(Collins' experience contrasted with that of B-17 bomber crews who reported the Zeros unwilling to get close to the fortresses' guns.)

TORPEDOES FIRED.

"All this happened within a matter of seconds.

"By this time, we were right on top of the ships. We dodged between two cruisers, did a sharp turn to the right and headed for the carrier which was starting to circle at high speed.

"I got down low and Muri was even lower. We slowed down and let go our torpedoes. They both hit near the bow. We zoomed over the carrier deck and split up. I opened the throttle and climbed as fast as possible for the clouds with six Zeros on my tail.

"My rear gunner, although hurt, shot two of them down. One Japanese fighter exploded in the air and we saw the pilot take to his parachute. We finally shook the fighters and headed for home."

Lieutenant Muri, taking up the story, said: "I counted at least fifty fighters, and I am almost positive there were about 20,000,000 of them.

Their first attack, while we were still about three miles away from the enemy fleet, wounded three of my crew leaving us without defense until Moore crawled back through the plane.

HAD HIS HANDS FULL.

"He made the wounded as comfortable as possible and, after removing rear gunner Ashley, himself manned the tail gun. It took him about five minutes and by the time he had the gun functioning we had already dropped our torpedo and were headed away.

"I had some trouble with the torpedo release and sure had my hands full getting it working while piloting the plane into position for the attack.

"After dropping the torpedo, I turned right and got down as close to the water as possible.

"Zeros were coming at us from all angles. They stayed right with us, so close you could see the pilots' features. They never turned back until their bullets were all gone and their gas was about exhausted.

"They finally left us and we wasted no time heading for home. We finally made it, thanks to Mr. Ford's motors which really took a beating.

HIS FIRST TORPEDO.

"We could see the Jap vessels burning from a hundred miles away."

Lieutent Muri was the first to return to the base after the attack. Both his and Collins' ships were badly shot up. Muri landed with one tire shot away. Collins landed on two wheels—the third having been shot off the tricycle landing gear. His plane fell over on its glassed-in nose, but no one was injured.

"The whole thing was just cut and dried," Collins said. "Anybody can do it. We just did what we had practiced."

Somebody asked the captain, "How much practice had you had, captain?"

"This was the first time I dropped a live torpedo," he replied.

Collins' navigator, Lieut. Thomas W. Weems, 25, of Model, Tex., went through the whole battle without seeing an enemy plane.

"One of the peculiarities of our plane," Collins explained, "is the navigator can't see out.

As far as I am concerned, the most outstanding job was done by those Marine pilots at Midway. Before the fight started we were all boasting what we would do and those Marine dive bomber pilots told us they would get at least one bomb in each of the four carriers we knew were out there and they counted on us to finish those carriers off.

"As it happened, we got there first and were gone when the Marines arrived. They came down out of the overcast very low and released their bombs above the carriers' decks. That's cutting it down pretty close."

...d of ...ay ... as ...ally those between the ages of 18 and 20—almost without exception members of the S. S. (storm troopers).

Women aides, assisting doctors, were ill much of the time because their condition—brought on by

from police as he was being taken from a jail van.

Eklund was on trial specifically for the alleged murder of Hyland G. McClaine, 17, one of four Negroes killed during 1940 in a series of shootings from ambush.

DSC Given to S. F. Army Flying Hero

Lieut. Mayes Honored For Midway Island Battle Role

HONOLULU, July 11 (INS).—The Distinguished Service Cross was awarded today to Captain James J. Collins and twenty-seven other United States airmen by Lieutenant General Delos Emmons for carrying out the first torpedo-bomber attack in the history of the United States Army during the battle of Midway Island. Posthumous decorations will be made to next of kin.

The decorations were made at the direction of President Roosevelt and the citation said:

"Bombers led by Captain Collins flew through a heavy curtain of anti-aircraft fire from the Japanese fleet and eluded enemy aviation to plant their torpedoes into Japanese aircraft carriers."

Those decorated included First Lieutenant Herbert C. Mayes, Lieutenant Herbert C. Mayes, 2139 Lincoln way, San Francisco; First Lieutenant Pren L. Moore, El

First Lieutenant Herbert C. Mayes, who got Distinguished Service Cross.

Centro, Cal.; First Lieutenant James P. Muri, Miles City, Mont.; Second Lieutenant Russell H. Johnson, Chicago.

Second Lieutenant John P. Schuman, Denver; Second Lieutenant Collin O. Villines, Chicago; Second Lieutenant William S. Watson, Dixon, Ill.; Staff Sergeant Richard C. Decker, Council Bluffs, Ia.; Sergeant Jack D. Dunn, Chicago, and Sergeant Albert E. Owen, Grand Island, Neb.

SF Call Bulletin
Sat July 11, 1942

dians toda... their proper... requisition ur... for and approv... government sa...

The "authoriz... tained in a reso... today by the com... under the strong... Mohandas K. Gandh... it is meeting.

The measure, in... memories of the fa... march" of 1930 when... a procession to the se... salt in violation of th... ment monopoly. Tod... was only a preliminar... program being worked... committee. The sessi... pected to last at least... days.

Felt May H... Bridge Jo...

Possibility that t... Gate Bridge auditor... secretary positions ma... bined under W. W. Fel... ent secretary, as a... move, was seen toda... the resignation of F... bridge auditor since...

West resigned the... to take a job with a... milk company. Dire... cated Felt may take... positions, at a salary... be less than the tota... paid for both. The a... is expected at the dir... ing July 31.

PACIFIC FORCE BRACING FOR NEW JAP BLOW

Nips Are Believed Marshaling Fleet for Another Thrust at Hawaii Despite Defeats

By RICHARD HALLER
Staff Correspondent Int'l News Service

PEARL HARBOR (Hawaii), June 14—American Navy, Army and air force officers were mapping strategic plans today to meet a new Japanese blow in the Pacific.

Despite the crippling blows dealt to the Nipponese fleet in the Coral Sea and Midway engagements, it is generally regarded as unlikely that the Japanese will give up their offensive designs on American Pacific bases.

NEW THRUST EXPECTED.

In fact, despite estimates that 40 per cent of the original enemy carrier strength is at the bottom of the ocean or in need of extensive repairs, informed observers firmly believe that Japan will marshal her remaining ships for a determined new thrust at Hawaii.

The full extent of the Army's assistance in the Coral Sea and Midway engagements is not generally realized, but the Japanese are bitterly aware of it, and if they have any hope of winning the Pacific war, it must be obvious to them that their prime necessity is the neutralizing of Hawaii.

U. S. OFFENSIVE SEEN.

Adm. Chester W. Nimitz, commander in chief of the Pacific fleet, and his staff naturally are keeping their future plans secret, but it is generally conceded that the most logical move for American forces would be to take the offensive while the enemy is crippled and confused and desperately trying to regroup his scattered and damaged forces.

Well informed sources say the Japanese fleet still has six to eight aircraft carriers, ten battleships and a full complement of cruisers and destroyers in addition to an adequate number of transports.

NEW WEAPON DEADLY.

American naval quarters are silent regarding United States strength in this area, but it is believed sufficient to tackle successfully any armada the enemy may send against us.

Meantime, new details of the series of far flung Pacific battles reveal the marvelous accuracy of the Army's new torpedo bombers, which lashed out at an enemy convoy on June 3. The Army flyers not only scored hits but "patterned" the decks in a manner causing great damage to the target ships.

Thus, it is pointed out, that if more Army bombers had been used in the battle with the Japanese fleet, the damage inflicted upon the enemy would have been even greater.

2

2 Californians Win High Award for Midway Battle

Distinguished Service Crosses Given 27 Air Bombers

HONOLULU, July 10.—(INS) Lieut. Gen. Delos C. Emmons, military commander of Hawaii, today awarded to Capt. James C. Collins and twenty-seven flyers under his command distinguished service crosses for making the first torpedo bomber attack in the history of the United States Army during the Battle of Midway.

The men flew Army bombers, based on Midway, which were equipped at the last minute to carry torpedoes. They were responsible for a number of torpedo hits on three Japanese aircraft carriers, which later sank.

General Emmons awarded the decorations at the direction of President Roosevelt. It was declared that posthumous decoration would be sent the next of kin of those who died.

The official statement follows:

"Bombers led by Captain Collins flew through a heavy curtain of antiaircraft fire from the Japanese fleet, eluded enemy aviation and planted torpedoes into Japanese carriers."

Those receiving decorations included:

First Lieut. Herbert C. Mayes, Redwood City, Calif.; First Lieut. Eren L. Moore, El Centro, Calif.; First Lieut. James P. Muri, Miles City, Mont.; Second Lieut. John P. Schuman, Denver; Second Lieut. Leonard H. Whittington, Roscoe, Texas.

Staff Sergt. Richard C. Dieker, Council Bluffs, Iowa; Sergt. Ernest M. Mohan Jr., Bruni, Texas; Sergt. Albert E. Owen, Grand Island, Neb.; Sergt. James E. Via, Kansas City, Kans.

Local Man

Tribune July 10 '42

H. C. Mayes Awarded ~~Flying~~ Service Cross

First Lieut. Herbert C. Mayes of Redwood City, believed to have been lost in the Battle of Midway, today was listed as one of 28 officers and men awarded the Distinguished Flying Cross for pressing home the first torpedo bomber attack ever made by the United States Army.

Lieutenant Mayes, listed as missing by the army July 1, is believed to have been in command of one of four converted B-26 torpedo planes which wrought havoc among the Japanese warships in the Midway attack.

His citation read: "The success of his mission depended entirely upon his skill, courageousness, and unfaltering devotion to duty." It added that the plane of which Mayes was pilot was lost in the action.

Also cited was Second Lieut. Garrett H. McCallister of Shawnee, Okla., Mayes' co-pilot.

The awards were made at the direction of President Roosevelt, according to Associated Press from Honolulu, by Lieut. Gen. Delos C. Emmons, commander of the Hawaiian Department.

Dispatches added that fitting ceremonies for presentation of awards of survivors of the attack would be made in the near future. Posthumous awards will be made to nearest of kin.

It was anticipated that Lieutenant Mayes' award would be presented to Mrs. Mabel Mayes of Redwood City. They were married following his graduation from Kelly Field, Tex., in March, 1941. She has been staying with her parents, Mr. and Mrs. Harland H. Duncan, 927 Iris St. She is a teacher at Central School in Redwood City and a soloist in the Bel Canto Chorus. Mayes is the son of Mr. and Mrs. Herbert G. Mayes of San Francisco. He attended Palo Alto Military Academy and Monterey High School.

28 Army Torpedo Bombers Win DSC

Hawaiian Paper July 10, 1942

Presentation of the Distinguished Service Cross for heroic action in the battle of Midway to 28 officers and men of the Army Air Corps will be made shortly, it was announced Friday by Lt. Gen. Delos C. Emmons, commanding general of the Hawaiian Department.

The Distinguished Service Cross has been granted, by direction of President Roosevelt, to the men of the Air Corps who pressed home the first torpedo bomber attack ever made by the United States Army.

Led by Capt. James F. Collins, 26, of Meridian, Miss., four army bombers flew through a heavy curtain of antiaircraft fire thrown up by the Japanese fleet and, eluding enemy aviation, planted torpedoes in two Japanese carriers. Two of the bombers failed to return to Midway.

Presentation of the Crosses to the 14 survivors of the army raid will be made shortly. Decorations posthumously awarded will be forwarded to the next of kin.

The citations by General Emmons follow:

Awards of Distinguished Service Cross. By direction of the President, under the provisions of the act of Congress approved 9 July 1918 (Bul. No. 43, W. D. 1918) and pursuant to authority contained in War Department radiogram, 12 March 1942, a Distinguished Service Cross is awarded by the Commanding General, Hawaiian Department, to each of the following-named officers and enlisted men:

James F. Collins, captain, AAF, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Capt. Collins led a provisional flight of medium bombardment airplanes to seek out and attack a large Japanese Naval Force.

Upon sighting the enemy fleet, he unswervingly led his airplanes into action. Subjected immediately to an exceptionally strong fighter attack with which he had a running gun fight for almost thirty minutes, it was only by skillful handling of his airplane that he was able to avoid this and subsequent anti-aircraft fire and keep the formation together. Arriving before other Army forces, he carried out the first torpedo attack ever entered into by airplanes of this type or by the Army Air Forces, and its ultimate success primarily depended upon the skill and intrepidity of the leader.

Capt. Collins sought out a large enemy aircraft carrier protected on all sides by gunfire of all types from enemy battleships, cruisers and destroyers. Although the carrier was trying to elude his approach, he did, by evasive maneuvering, avoid the gunfire and completed his approach. By his superior leadership Capt. Collins carried out a most hazardous mission under the most adverse conditions and was unfaltering in courage. Entered military service from Meridian, Miss.

Herbert C. Mayes, first lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Mayes, as pilot of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant Mayes was pilot, was lost. Entered military service from Redwood City, Calif.

Pren L. Moore, first lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Moore, as co-pilot of a medium bombardment airplane, participated in an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. He displayed extraordinary heroism throughout the attack by leaving his station as co-pilot to administer to wounds of three other crew members and by manning a gun position whose gunner had been totally disabled and fighting off enemy fighters. By his skilled airmanship and courageousness while subjected to intense fighter and anti-aircraft opposition, he was instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces. Entered military service from El Centro, Calif.

James P. Muri, first lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Muri, as pilot of a medium bombardment airplane, participated in an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. He displayed extraordinary heroism and courageousness in maneuvering his airplane to secure the maximum effectiveness of his torpedo in the face of superior enemy fighter and anti-aircraft opposition, and was highly instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces. Entered military service from Miles City, Montana.

Gerald J. Barnicle, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Barnicle, as bombardier and gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant Barnicle was bombardier and gunner, was lost. Entered military service from Pittsburgh, Mass.

William D. Hargis, Jr., second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942, Lieutenant Hargis, as navigator of a medium bombardment airplane displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter plane. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant Hargis was navigator, was lost. Entered military service from Stigler, Okla.

ism during an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. His skill and courageousness in operating his gun in the face of superior fighter opposition and intense antiaircraft fire was instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces. Entered military service from Chicago.

Garrett H. McCallister, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant McCallister, as co-pilot of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was

dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant McCallister was co-pilot was lost. Entered military service from Shawnee, Okla.

William W. Moore, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Moore, as navigator of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. By his airmanship, skill in his specialty and courageousness he successfully navigated his airplane in seeking out the enemy and returning to his base through superior and intense fighter and antiaircraft opposition, thereby materially aiding in the success of the first torpedo attack ever carried out by the Army Air Forces. Entered military service from Chester, S. C.

John P. Schuman, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Schuman, as navigator of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant Schuman was navigator, was lost. Entered military service from Denver, Colo.

Colin O. Villines, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Villines, as co-pilot of a medium bombardment airplane, particlpated in an extremely hazardous and difficult torpedo-bombing mission agalnst the Japanese Navy. He displayed extraordinary heroism throughout the attack, and by his skilled airmanship and courageousness, while subjected to intense fighter and antiaircraft opposition, he was instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces. Entered military service from Chicago.

William S. Watson, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Watson, as pilot of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Force, the airplane on which Lieutenant Watson was pilot, was lost. Entered military service from Dixon, Ill.

Thomas N. Weems, Jr., second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Weems, as navigator of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. By his airmanship, skill in his specialty and courageousness he successfully navigated his airplane in seeking out the enemy and in returning to his base through superior and intense fighter and antiaircraft opposition, thereby materially aiding in the first torpedo attack ever carried out by the Army Air Forces. Entered military service from Model, Tenn.

Leonard H. Whittington, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Whittington, as co-pilot of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the missiin was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Lieutenant Whittington was co-pilot, was lost. Entered military service from Roscoe, Tex.

Raymond S. White, technical sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Technical Sergeant White, as radioman and gunner of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. By skilled airmanship and courageousness he was instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces, in the face of intense enemy fighter and antiaircraft opposition. Residence at enlistment: Altoona, Pennsylvania.

Russell H. Johnsen, second lieutenant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Lieutenant Johnsen, as bombardier and gunner of a medium bombardment airplane, displayed extraordinary hero-

Salvatore Battaglia, staff sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Staff Sergeant Battaglia, as aerial engineer during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Staff Sergeant Battaglia was aerial engineer and gunner, was lost. Residence at enlistment: New York City, N. Y.

Richard C. Decker, staff sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Staff Sergeant Decker, as aerial engineer and gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Staff Sergeant Decker was aerial engineer and gunner, was lost. Residence at enlistment: Council Bluff, Iowa.

John J. Gogoj, staff sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Staff Sergeant Gogj, as aerial engineer and gunner of a medium bombardment airplane, participated in an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. He displayed

extraordinary heroism during the mission by fighting off enemy fighters and although he incurred painful head wounds during the attack, continued to operate his guns until free of enemy opposition. By his skilled airmanship and courageousness he was instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces. Residence at enlistment: Bellrose, Long Island, New York.

Jack D. Dunn, sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Sergeant Dunn, as aerial engineer and gunner of a medium bombardment airplane, participated in an extremely hazardous and difficult torpedo - bombing mission against the Japanese Navy. He displayed extraordinary heroism throughout the attack in fighting off many enemy fighters during an after the attack. By his skilled airmanship and courageousness he materially aided in the success of the first torpedo attack ever carried out by the Army Air Forces. Residence at enlistment: Chicago, Illinois.

Ernest M. Mohon, Jr., sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Sergeant Mohon, as bombardier and gunner of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo - bombing mission against the Japanese Navy. His skill and courageousness in operating his gun in the face of superior fighter oppostion and intense anti-aircraft fire was instrumental in the success of the first torpedo attack ever carried out by the Army Air Forces. Residence at enlistment: Bruni, Texas.

Albert E. Owen, sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Sergeant Owen, as radioman and gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Sergeant Owen was radioman and gunner, was lost. Residence at enlistment: Grand Island, Nebraska.

James E. Via, sergeant, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Sergeant Via, as bombardier and gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness, and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Sergeant Via was bombardier and gunner, was lost. Residence at enlistment: Kansas City, Kansas.

John D. Joyce corporal, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Corporal Joyce, as gunner of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. By his skill and courageousness in the face of a heavy enemy fighter and anti-aircraft opposition, he aided materially in the success of the first torpedo attack ever carried out by Army Air Forces. Residence at enlistment: Taylor, Pennsylvania.

Frank L. Melo, corporal, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Corporal Melo, as radioman and gunner of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo-bombing mission against the Japanese Navy. Although wounded during the attack, he carried on with his duties and by skilled airmanship and courageousness materially aided in the success of the first torpedo attack ever carried out by the Army Air Forces. Residence at enlistment: Astoria, Long Island, New York.

Bernard C. Seitz, corporal, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Corporal Seitz, as gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Corporal Seitz was gunner, was lost. Residence at enlistment: Oneida, New York.

Earl D. Ashley, private first class, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Private First Class Ashley, as a gunner of a medium bombardment airplane, displayed extraordinary heroism during an extremely hazardous and difficult torpedo - bombing mission against the Japanese Navy. He served his gun against strong fighter opposition until seriously wounded by enemy fire, and after wounded continued to assist another crew member in serving the gun until enemy opposition had ceased. Residence at enlistment: Williamston, South Carolin.

Benjamin F. Huffstickler, private, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Private Huffstickler, as radioman and gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Private Huffstickler was radioman and gunner, was lost. Residence at enlistment: E. Gastonia, North Carolina.

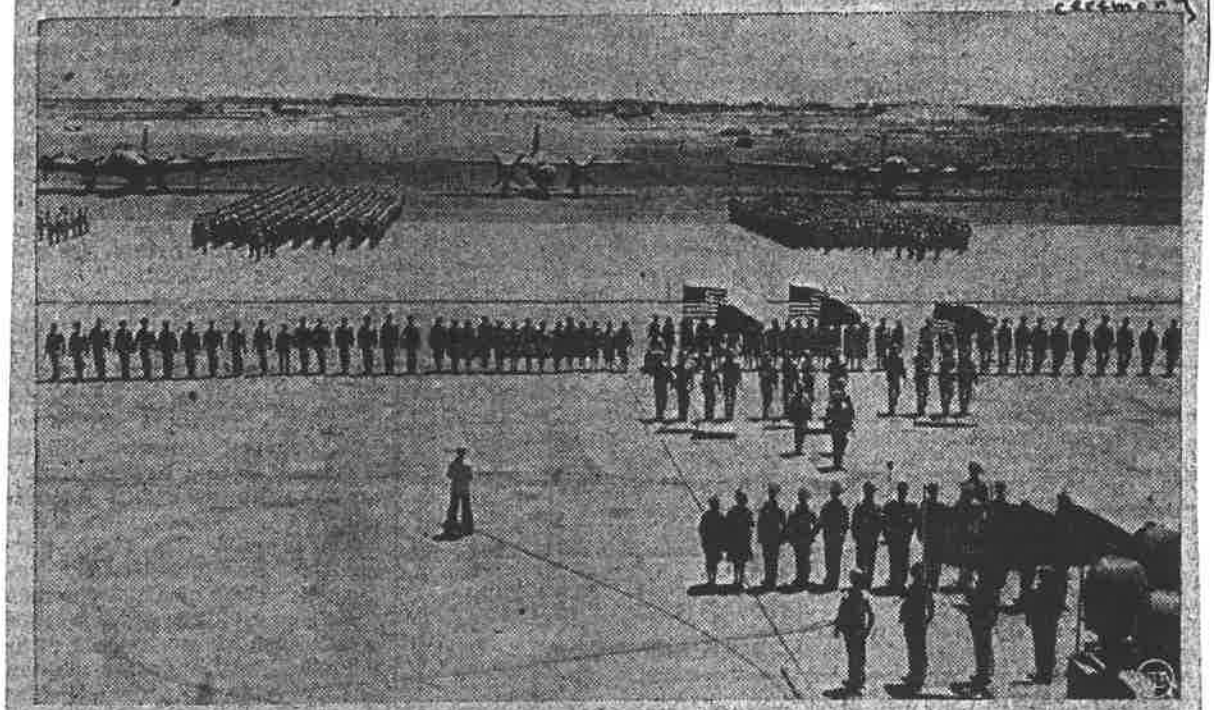
Roy W. Walters, private, United States Army. For extraordinary heroism in action near Midway Island, 4 June 1942. Private Walters, as gunner of a medium bombardment airplane, displayed extraordinary heroism during a torpedo-bombing mission against the Japanese Navy. The success of the mission was dependent entirely upon the skill, courageousness and unfaltering devotion to duty of the crew members of the airplanes participating, who unhesitatingly entered into the attack at great personal risk to their own lives in the face of concentrated gunfire of the Japanese Naval forces and fighter planes. During this, the first torpedo attack ever carried out by the Army Air Forces, the airplane on which Private Walters was gunner, was lost. Residence at enlistment: Nazareth, Pennsylvania.

By command of Lieutenant General Emmons.

Keep - Only copy

9-17-42
Hickam Fld
Hawaii
ceremony

Army Airmen Honored for Heroism



For valor at Midway is this impressive review at Hickam Field Hawaii. Awards for heroism in turning back the Japs went to 79 U. S. Army airmen, 28 of whom died in performance of their duties and were represented by Red Cross women. Lt. Herbert C. Mayes, whose wife lives in Redwood City, was one of those missing men honored at the ceremony.

THE SAN FRANCISCO EXAMINER: SUNDAY, OCTOBER 25, 1942

~~FLYING~~ SERVICE CROSS: Lt. H. C. Mayes

San Francisco lists among its honored dead First Lieut. Herbert Carl Mayes of the Army Air Corps.

Lieutenant Mayes took part in the attack of Army torpedo bombers on Japanese aircraft carriers at Midway. It was an historic "first" for the Army—the initial use of the torpedo-carrying planes—and contributed greatly to the successful defense of the island and the routing of the attacking enemy forces.

The Distinguished ~~Flying~~ Service Cross was awarded posthumously at Hickam Field, Honolulu, in September. An aunt of the flyer, Miss Mabel C. Coleman of Redwood City, received the award in his behalf. His wife, Redwood City school teacher, lives in that city with her parents, Mr. and Mrs. H. H. Duncan. His parents, Capt. and Mrs. Herbert Mayes, reside at 2139 Lincoln Way in San Francisco.

He was schooled at the Palo Alto Military Academy and the Army's Kelly Field where he graduated in March, 1941.

Ex. Examiner B
Sept. 18, 1942

Redwood City Hero Honored

LIEUT. HERBERT C. MAYES
Died in Midway Battle

Flying Cross Awarded to Officer

Lieut. Herbert C. Mayes of Redwood City and formerly of San Francisco, was awarded the Distinguished ~~Flying~~ Service Cross posthumously at yesterday's services at Hickman Field for his participation in the torpedoing of two Japanese carriers during the battle of Midway.

Previously, he had been awarded the Distinguished Service Cross for his part in the same action. He was listed as "missing" at that time.

His wife, a Redwood City school teacher, lives there with her parents, Mr. and Mrs. H. H. Duncan. Mayes attended Monterey High School and Palo Alto Military Academy before going to Kelley Field, from which he was graduated in March, 1941.

Miss Mabel C. Coleman, his aunt, also of Redwood City and at present living in Honolulu, acted as his proxy.

Captain and Mrs. Herbert Mayes, his parents, are at present living at 2139 Lincoln Way in San Francisco.

Three other Californians, all of whom received their medals in person, were awarded the Distinguished Flying Cross.

They were Lieut. Col. Ernest Moore of Piedmont, who was cited for "a dangerous flight from Honolulu to the Philippines"; Lieut. Harold P. Hensley, 5774 Broadway, Oakland, for "a dangerous flight over enemy territory," and Lieut. P. L. Moore of El Centro, who was in the torpedo bombing attack at Midway and "left his station to administer to the wounds of three crew members and manned a gun position whose gunner had been totally disabled."

Mexico Training

(3

Oct. 31, 1942

REDWOOD CITY, CALIFORNIA

Mrs. H. C. Mayes To Receive Award

Mrs. Herbert C. Mayes of Redwood City will receive the Distinguished Service Cross tomorrow at Hamilton Field as a posthumous award to her husband

LT. H. C. MAYES

who was killed in the first Japanese attack on Midway, it was announced today.

The award will be made by Col. Lotha Smith, commandant of Hamilton Field, in a colorful ceremony at the base, according to Associated Press.

Lieutenant Mayes, listed as missing by the army July 1, was in command of one of four converted B-26 torpedo planes which wrought havoc among the Jap warships.

His plane was last seen going away from the fleet, pursued by three of four Jep Zeros, according to eye-witness accounts received by Mrs. Mayes. The plane carried a crew of seven.

The medal was first presented at Hickam Field Sept. 19 to Miss Mable C. Coleman of Honolulu, the aviator's fiancee.

Mrs. Mayes lives in Redwood City with her parents, Mr. and Mrs. H. H. Duncan.

San Francisco Examiner Nov

MEDAL PRESENTED

WAR HONOR—Maj. Gen. Barney G. Giles, commander of Fourth Air Force, pins Distinguished Service Cross on Mrs. Mabel C. Mayes, widow of air force lieutenant killed in battle of Midway.

—Official Photo U. S. Army Air Forces.

MAYES WIDOW RECEIVES DSC AT HAMILTON

Redwood City School Teacher's Aviator Husband Was With Planes Which Sunk Carrier

While fighter planes soared overhead and a thousand Army Air Force men stood at attention, Mrs. Herbert C. Mayes, 25, Redwood City school teacher, yesterday at Hamilton Field received the Distinguished Service Cross on behalf of her husband, who died a hero in the battle of Midway.

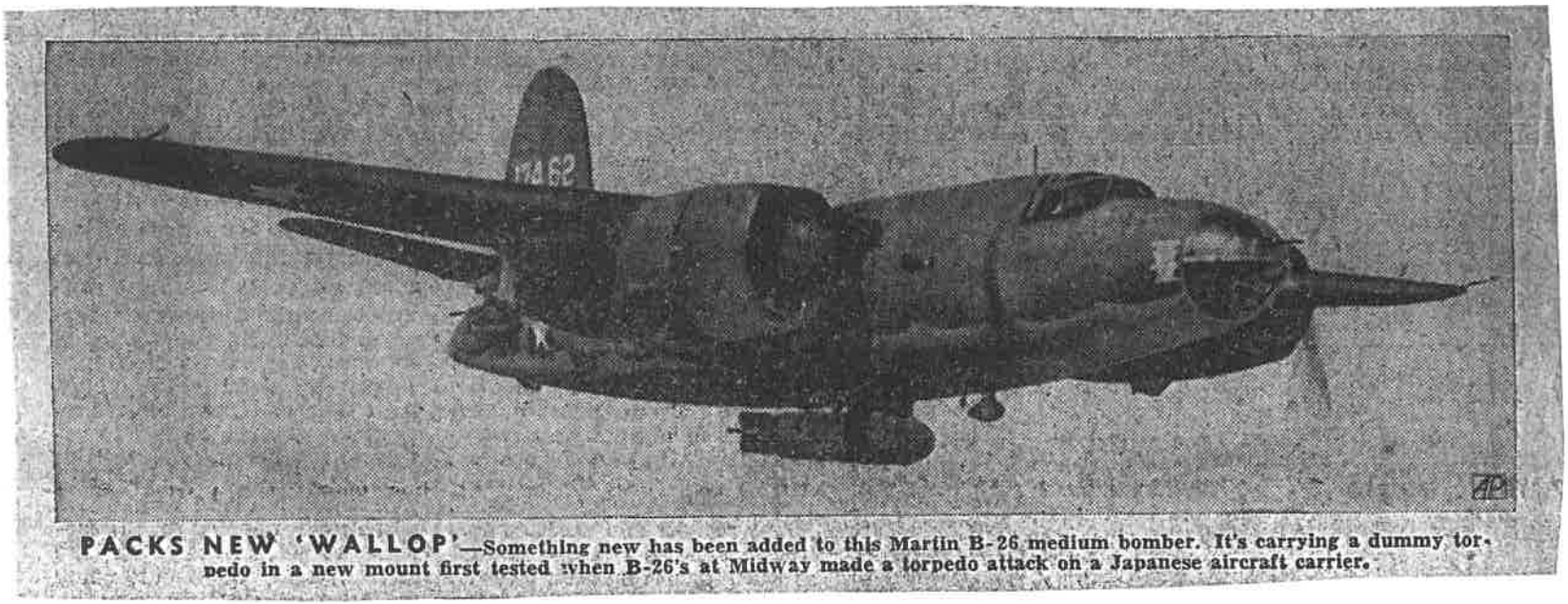
PARENTS PRESENT.

Also present at the colorful ceremonies were Lieutenant Mayes' parents, Major and Mrs. H. G. Mayes of 2139 Lincoln Way, San Francisco. Parents and wife alike stood proudly as Maj. Gen. Barney G. Giles, commanding general of the Fourth Air Force, made the posthumous award to the aviator.

FORMER S. F. MAN.

Lieutenant Mayes won the high honor, and the Distinguished Flying Cross which was awarded previously, for participating in the first torpedo bomber attack ever made by the United States Army. He piloted one of four bombers which sank two Jap carriers last June 4. Two of the planes did not return.

A former San Franciscan, Lieutenant Mayes attended Monterey High School and Palo Alto Military Academy before going to Kelly Field, where he was graduated in early 1941.



PACKS NEW 'WALLOP'—Something new has been added to this Martin B-26 medium bomber. It's carrying a dummy torpedo in a new mount first tested when B-26's at Midway made a torpedo attack on a Japanese aircraft carrier.

79 Officers, Men Of Air Force Here Given Awards for Heroism

HEADQUARTERS 7TH AIR FORCE, Sept. 17.—"To them we owe a supreme obligation. For them we are determined to fight harder and ever harder toward the goal for which they sacrificed their lives."

With that pledge, Maj. Gen. Willis H. Hale, commanding general of the 7th air force, today presented awards to 79 army officers and enlisted men for extraordinary heroism, valorous conduct and dangerous flights over enemy territory.

Not all of the men were here. Twenty eight have sacrificed their lives that their nation someday may enjoy a lasting peace. They have not been forgotten.

"To insure that those who so gallantly gave their lives for their country are well represented here," Gen. Hale said, "the local Red Cross has kindly offered the services of some of the Gray Ladies of the hospital and recreation corps who will act as proxies for the nearest of kin of those men who so gallantly died in action."

Gen. Hale

Standing with the reviewing party as army air force planes roared overhead in salute to their buddies, living and dead, the Gray Ladies, under the direction of Mrs. Richard A. Cooke, received published orders on behalf of the nearest kin of the deceased heroes.

\# \# \#

The most coveted awards presented to men at the impressive ceremony were Distingulshed Service Crosses.

They were pinned on two officers and two enlisted men for extraordinary heroism during the battle of Midway, and on Maj. George Glober, Tampa, Fla., and his crew who recently shot down four of six Japanese fighters that intercepted Maj. Glober's flying fortress over enemy held Wake island.

Costly, Terrible Defeat

Text of Gen. Hale's address follows:

"Not long ago a powerful Japanese task force of aircraft carriers,

Turn to Page 4, Column 1

Air Force Officers, Men Get Awards for Heroism

Continued from Page 1

battleships, cruisers, destroyers and troopships approached Midway island.

"The obvious mission of that mighty armada, as you well know, was to knock out our mid-Pacific fortress—the Hawaiian islands.

"The outcome of the ensuing battle was a costly and terrible defeat for the enemy.

"The Japs might have succeeded in their ill-starred venture of conquest had they not underestimated the precautions of our higher command and the courage and fighting ability of you brave men of our army air forces.

"Teamed up with our navy and marine corps you made an invincible combination.

"Some of your comrades who fought with you did not return from that battle.

"To them we owe a supreme obligation. For them we are determined to fight harder and ever harder toward the goal for which they sacrificed their lives.

"Nothing less than a complete and annihilating victory over the enemy can atone for their great sacrifice. And no power on earth shall stop us from attaining that victory.

Great Skill Used

"Some of you participated in the aerial night bombardment of Japanese held Wake island—one of the longest over water bombardment missions ever flown.

"This you accomplished with great skill. Some of you risked your lives in the midst of exploding ammunition while recovering the bodies of a crew who had died in a crashed bomber.

"Others of you participated in a highly successful photographic mission of Wake island which was most hazardous and accomplished despite strong enemy opposition, during which you shot down your opponents.

"Your comrades here, the armed forces, the people of the Hawaiian islands, the folks back home, the whole nation, are proud of all of you and will be forever grateful for the magnificent services you have rendered your country.

"To express your country's deep gratitude your government has directed me to present to you today these awards of honor.

"To insure that those who so gallantly gave their lives for their country are well represented here, the local Red Cross has kindly offered the services of some of the Gray Ladies of the hospital and recreation corps who will act as proxies for the nearest of kin of these men who so gallantly died in action.

"And now, in the name of the president of the United States, I am honored to present you with these awards."

The list of awards to persons living follows:

Distinguished Service Cross

For extraordinary heroism during the battle of Midway:

Lt. R. H. Johnson, Chicago, Ill.; Lt. P. L. Moore, El Centro, Cal.; Private First Class E. D. Ashley, Williamston, S. C.; Corporal J. D. Joyce, Taylor, Pa.

Silver Star

For meritorious conduct during participation in the battle of Midway:

2nd Lt. Oliver R. Franklin, Oahu; 2nd Lt. Warren C. Williams, Stockton, Ga.; Technical Sergeant Joseph Gagnon, Faust, N. Y.; Technical Sergeant Elwood E. Miller, Columbia, Penna.; Technical Sergeant Carl N. Mosher, Pontiac, Mich.; Staff Sergeant Jim L. Bragg, Richwood, Va.; Staff Sergeant Leonard A. Gallant, Norway, Me.; Staff Sergeant James B. Winey, Toledo, O.

Sergeant Worth A. Epling, La Grande, Ore.; Sergeant Perry Gusic, Hammond, Ind.; Sergeant Howard L. Krantz, St. Georgas, Dela.; Sergeant Cecil A. Rogers, Collins, Miss.; Sergeant Walter J. Sidler, Sioux City, Ia.; Private First Class Robert D. Chapman, Audalusa, Pa.; Private First Class Martin T. Grady, New York, N. Y.; Private Kenneth W. Berry, Riverton, Ill.; Private Sanford L. Caviness, Bolivar, Miss.

Distinguished Flying Cross

For a dangerous mission over enemy territory:

Col. Roger M. Ramey, Denton, Tex.; Col. Truman H. Landon, Carlinville, Ill. and Los Angeles, Cal.; Maj. Marion N. Pharr, Gainesville, Ga.

1st Lt. Harold P. Hensley, Oakland, Cal.; 1st Lt. McLyle G. Zumwalt, Richmond, Tex.; 1st Lt. Benjamin F. Paschall III, Denton, Tex.; 2nd Lt. Hubert P. Sage, Drew, Miss.

Col. Arthur W. Meehan, Indianapolis, Ind.; Lt. Col. Russell L. Waldron, Wellston, O.; Capt. Warren L. Wilkinson, Lincolnton, N. C.

1st Lt. Manford K. Wagnon, Mathis, Tex.; 1st Lt. Roy R. Bright, Eveleth, Minn.; 1st Lt. Thomas N. Warren, Macon, Ga.

Purple Heart

Sergeant Robert F. Price, Eldora, Ia.; Corporal Peter Wargo, Nahanny City, Pa.

Distinguished Flying Cross

For participation in a dangerous flight from Honolulu to the Philippine Islands:

Lt. Col. Ernest Moore, Piedmont, Cal.; Lt. Col. Gordon A. Blake, Charles City, Ia.; Maj. Donald D. Flickinger, Long Beach, Cal.

Distinguished Service Cross

For a dangerous mission over enemy territory:

Maj. G. E. Glober, Tampa, Fla.; Lt. H. W. Smith, Bucksport, Me.; Lt. C. B. Walker, Beverly Hills, Cal.

Sergeant J. T. Samford, East Quogue, Long Island, N. Y.; Corporal R. L. Holliday, Milwaukee, Wis.; Corporal J. D. Lillis, Williamsburg, Ia.; Staff Sergeant H. R. Inman, Scranton, Pa.; Corporal R. A. Fries, Chambersburg, Pa.; Technical Sergeant C. B. Phillips, Oneida, Tenn.; Staff Sergeant E. M. Caton, New Bedford, Mass.

Soldiers Medal

For participation in removing bodies from a burning B17:

1st Lt. J. H. Rose, Minneapolis, Minn.; Capt. J. E. Walther, Rushville, Ind.; 1st Sergeant Ben W. Quarles, Teadue, Tex.; Private F. Q. Palombini, Pittsburgh, Pa.; Private C. F. Santo, Camden, N. J.

The list of posthumous rewards follows:

Distinguished Service Cross

Second Lt. William S. Watson. Nearest of kin: Mrs. Alice S. Watson (wife), Dixon, Ill. Proxy: Mrs. W. B. McCormick, Berkeley, Cal.

Second Lt. Leonard H. Whittington. Nearest of kin: T. T. Whittington (father), Roscoe, Tex. Proxy: Mrs. Peyton Harrison, Honolulu.

Second Lt. John P. Schuman. Nearest of kin: Mrs. Ethel K. Schuman, Denver, Colo. Proxy: Mrs. F. W. McCann, San Francisco, Cal.

First Lt. Herbert C. Mayes. Nearest of kin: Mrs. H. C. Mayes (wife), Redwood City, Cal. Proxy: Miss Mabel C. Coleman (aunt of Lt. Mayes), Redwood City, Cal.

Second Lt. Garrett H. McCallister. Nearest of kin: Mrs. Mark E. McCallister (mother), Shawnee, Okla. Proxy: Mrs. F. D. Lowrey, Santa Rosa, Cal.

Second Lt. William D. Hargis Jr. Nearest of kin: William D. Hargis (father), Stigler, Okla. Proxy: Mrs. Elroy Fulmer, Berkeley, Cal.

Second Lt. Gerald J. Barnicle. Nearest of kin Mrs. Michael Barnicle (mother), Fitchburg, Mass. Proxy Mrs. J. C. Landstreet, Boston, Mass.

Staff Sergeant Salvatore Battaglia. Nearest of kin Michael Battaglia (father), New York City. Proxy Mrs. Alexander Bowman, Manchester, England.

Staff Sergeant Richard C. Decker. Nearest of kin Mrs. Malelda Decker (mother), Council Bluff, Ia. Proxy Mrs. F. J. Johnson, Omaha, Neb.

Staff Sergeant Ernest M. Mohon Jr. Nearest of kin: Mrs. Cola Plock, Bruni, Tex. Proxy: Mrs. W. S. Fraser, Honolulu and Canada.

Sergeant Albert E. Owen. Nearest of kin: Mrs. Calista Owen (mother), Grand Island, Neb. Proxy: Mrs. Frank Putman, Honolulu.

Sergeant James E. Via. Nearest of kin: Mrs. Minnie Pearli Via (mother), Kansas City, Kans. Proxy: Mrs. John Grace, Honolulu.

Corporal Bernard G. Seitz. Nearest of kin: George Seitz (father), New York City. Proxy: Mrs. W. D. Merrill, New York City.

Private Benjamin F. Huffstickler. Nearest of kin: Mrs. C. O. Hartsill (sister), East Gastonia, N. C. Proxy: Mrs. W. S. Mayer Jr., Madison, Ga.

Private Roy W. Walters. Nearest of kin: Mrs. Laura J. Walters (mother), Nazareth, Pa. Proxy: Mrs. H. H. Johnson, Durham, England.

Air Medal

First Lt. Robert S. Porter. Nearest of kin: Mrs. R. S. Porter (wife), Temple, Tex. Proxy: Mrs. W. E. Sullivan, Tyler, Tex.

Silver Star

Second Lt. William R. Auman. Nearest of kin: Charles B. Auman (father), Biscoe, N. C. Proxy: Mrs. Philip E. Spalding, Honolulu.

Second Lt. Robert C. Brown. Nearest of kin: Mrs. A. L. Brown (mother), Horatio, Ark. Proxy: Miss Marjorie Evans, Oakland, Cal.

Second Lt. Chester J. Kacmarcik. Nearest of kin: Mrs. Anna Kacmarcik (mother), Shirley, Mass. Proxy: Mrs. Robert Mist, Lewiston, Me.

Staff Sergeant Freebourn E. Durrett. Nearest of kin: Octa Belle Durrett (mother), Lakeview, Tex. Proxy: Mrs. Leslie Wishard, Kohala, Hawaii.

Staff Sergeant Melvin C. Staerk. Nearest of kin: Mrs. Margaret Staerk (wife), Altoona, Pa. Proxy: Mrs. P. E. Becker, Bridgeport, Conn.

Sergeant Robert E. Pledger. Nearest of kin: Flore M. Pledger (mother), Spencerport, N. Y. Proxy: Mrs. W. S. Huston, Los Angeles, Cal.

Corporal Clifton C. Heath. Nearest of kin: Clifton C. Heath (father), Arlington, Va. Proxy: Mrs. Richard Penhallow, Honolulu.

Corporal Floyd J. McCormick. Nearest of kin: Mrs. Helen McCormick (mother), Prentice, Wis. Proxy: Mrs. G. M. Rice, Minneapolis, Minn.

Corporal Philip D. Barton. Nearest of kin: Ray Barton (father), St. Louis, Mo. Proxy: Miss Daphne Damon, Honolulu.

Corporal James E. Wood. Nearest of kin: Mrs. Zora E. Wood (mother), Littlefield, Tex. Proxy: Mrs. Frank E. Thompson, Honolulu.

Purple Heart

Master Sergeant Fred Peoples. Nearest of kin: Mrs. Helen Peoples (wife), San Antonio, Tex. Proxy: Mrs. L. K. Van Sweringen, Mt. Vernon, Mo.

Lt. Joseph D. Nave. Nearest of kin: Hugo Nave (father), Lima, O. Proxy: Mrs. P. W. Eindhoven, Haarlem, Holland.

Army Honors S. F. Man as Midway Hero

The army yesterday named 28 heroes who will receive the distinguished service cross for pressing home at Midway the first torpedo bomber attack ever made by the United States Army.

First Lieutenant Herbert C. Mayes of San Francisco, in command of one of four torpedo bombers which sent two Jap carriers to the bottom of the sea, was one of those receiving the award.

Mayes is listed as "missing in action" along with his plane and crew.

The awards, made "at the direction of President Roosevelt," were announced by Lieutenant General Delos C. Emmons, army air force commander in the Hawaiian area.

Mayes, whose parents, Mr. and Mrs. Herbert C. Mayes, reside at 2139 Lincoln way, graduated from Kelly Field flying school in March, 1941, in his early twenties.

He had formerly attended Monterey High School and Palo Alto Military Academy.

His wife, a Redwood City school teacher, resides there with her parents, Mr. and Mrs. Harland H. Duncan.

Mayes' citation read: "The success of his mission depended entirely upon his skill, courage and unfaltering devotion to duty."

The army bombers were led in the Midway battle by Captain James C. Collins of Meridian, Miss. Collins was cited for "extraordinary heroism" for "seeking out a large enemy carrier, protected on all sides by gunfire from all types of enemy battleships, cruisers and destroyers, and carrying out his most hazardous mission under the most adverse conditions."

Fourteen of the awards will be made posthumously.

One other Californian was on the list, First Lieutenant P. L. Moore of El Centro, co-pilot, who "left his station to administer to the wounds of three crew members and manned a gun position whose gunner had been totally disabled."

July 11, 1942 Chronicle
Murphy, co-pilot Ashley tail gunner

June 16, 1942

TELEPHONE
CLASSIFIED ADS TO
SUtter 2424
(East Bay, TEmplebar 2424)
or bring them to
Examiner Office
Corner Market and Third Sts.

CENTS DAILY AND SUNDAY PER MONTH $1.40

Cruiser, Other Alaska

Troop Vessel Also Struck In Aleutian Battle

SEVERE

By FELIX COTTEN,
Staff Correspondent Int'l News Service

WASHINGTON, June 15.—United States Army and Navy bombing planes are inflicting severe casualties on Japanese naval forces in the battle of the Aleutian Islands, including the damaging of five warships and a transport, the Navy Department disclosed tonight.

At the same time, Lieut. Gen. Henry H. Arnold, chief of the Army Air Forces, revealed that Army torpedo bombers alone have sunk at least one Japanese cruiser in the Aleutian Islands action and damaged an aircraft carrier.

THREE CRUISERS HIT.

A Navy communique officially listed damage, severe in some cases, to the following Japanese ships: three cruisers, one destroyer, one gunboat and one transport.

The Navy's communique said:

"North Pacific area—the Army and Navy are continuing air attacks against the Japanese forces which recently were reported to have landed on western islands of the Aleutian group.

"Foul weather and fog, characteristic of this locality at all seasons, are hampering our reconnaissance and attack operations, but reports to date indicated that at least three cruisers, one destroyer, one gun boat, and one transport have been damaged, some of them severely.

SITUATION UNCHANGED.

"Except for these continuing air attacks upon the enemy landing parties and their supporting naval contingents, the general situation in the Aleutian Islands appears unchanged."

The Navy Department's communique came immediately after a telegram from Gen. H. H. Arnold, chief of the Army Air Corps, to Glenn L. Martin, president of the Glenn L. Martin Company, producers of bombing planes at Baltimore, had been made public here, congratulating the company upon success of Martin bombers in the Midway Island and Aleutian battles.

General Arnold gave Martin bombers credit for damaging one battleship or cruiser in the Midway Island battle, and sinking a cruiser and scoring three torpedo hits on a Japanese carrier off the Aleutians. These two successes by Army bombers were not included in the Navy communique.

COMMENT BY NAVY.

When a Navy Department spokesman was questioned about General Arnold's telegram, he said:

"The results announced in the Navy communique are the extent of the Navy's accurate information."

The text of the telegram received by Martin from General Arnold follows:

"High praise for the B-26s the men and women in your employ have sent to Army air forces has come coincidentally from two far flung battlefronts as Gen. (Delos C.) Emmons in Hawaii and Gen. (S. B.) Buckner in Alaska report the magnificent part your bombers played in the recent successes off Midway and the Aleutian Islands.

POSITIVE HIT SCORED.

"A flight of four of your airplanes attacked a cruiser or battleship in the former engagement and scored one positive hit with another probable.

"In the Aleutian Islands a group of B-26s made three attacks on the main Japanese

June 16, 1942 1st time mentioned

MAJOR GENERAL WILLIS H. HALE'S ADDRESS

1. Not long ago a powerful Japanese task force of aircraft carriers, battleships, cruisers, destroyers, and troopships approached Midway Island. The obvious mission of that mighty armada, as you well know, was to knock out our mid-Pacific fortress--the Hawaiian Islands. The outcome of the ensuing battle was a costly and terrible defeat for the enemy.

2. The Japs might have succeeded in their ill-starred venture of conquest had they not underestimated the precautions of our higher command and the courage and fighting ability of you brave men of our Army Air Forces. Teamed up with our Navy and Marine Corps you made an invincible combination.

3. Some of your comrades who fought with you did not return from that battle. To them we owe a supreme obligation. For them we are determined to fight harder and ever harder toward the goal for which they sacrificed their lives. Nothing less than a complete and annihilating victory over the enemy can atone for their great sacrifice. And no power on earth shall stop us from attaining that victory.

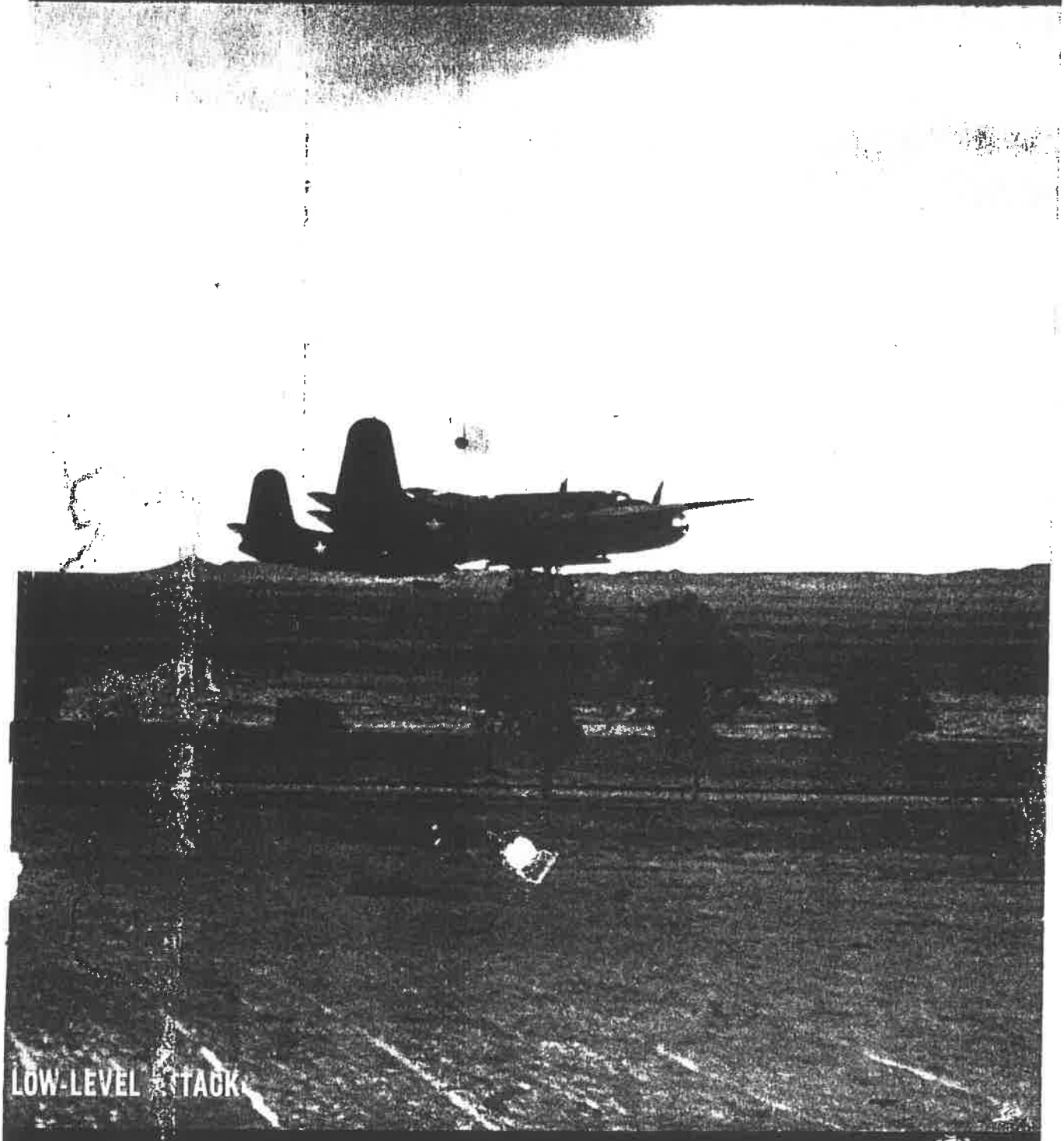
4. Some of you participated in the aerial night bombardment of Japanese held Wake-Island--one of the longest over water bombardment missions ever flown. This you accomplished with great skill. Some of you risked your lives in the midst of exploding ammunition while recovering the bodies of a crew who had died in a crashed bomber. Others of you participated in a highly successful photographic mission of Wake Island which was most hazardous and accomplished despite strong enemy opposition, during which you shot down your opponents.

5. Your comrades here, the armed forces, the people of the Hawaiian Islands, the folks back home, the whole nation, are proud of all of you and will be forever grateful for the magnificent services you have rendered your country.

6. To express your country's deep gratitude your government

has directed me to present to you today these awards of honor. To insure that those who so gallantly gave their lives for their country are well represented here, the local Red Cross has kindly offered the services of some of the Gray Ladies of the Hospital and Recreation Corps who will act as proxies for the nearest of kin of those men who so gallantly died in action. And now, in the name of the President of the United States, I am honored to present you with these awards.

U. S. ARMY-NAVY JOURNAL OF RECOGNITION



LOW-LEVEL ATTACK

MARCH, 1944
NUMBER 7

RESTRICTED

SHARE THIS COPY

B-26

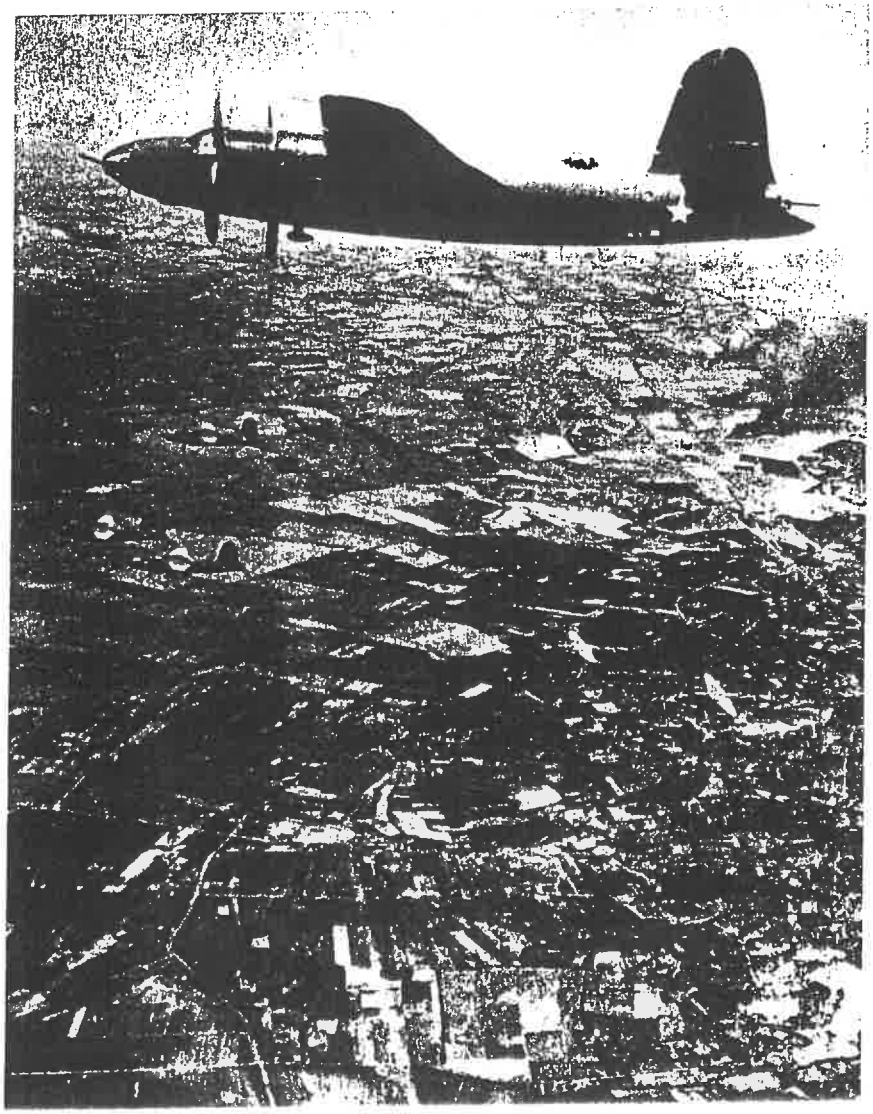
Terrific punch features this fast medium bomber

In speed, range, bomb load and armament the B-26 is unique among medium bombers. Its two 2,000-h. p. Double Wasp engines give it tremendous power for its size, which has paid off in performance. Most heavily armed medium bomber in operation, it carries two waist guns in addition to two .50-cal. weapons each in nose, top turret and tail. This firepower makes the B-26 a murderous ground-strafer.

The B-26 has been called one of the hot planes of the war (i. e., hard to handle). But in the hands of a man who can adapt himself to its tricks, it is a formidable weapon. Contrary to recent reports it is not being taken out of production and will continue to see plenty of action. Its present performance from British bases is noteworthy.

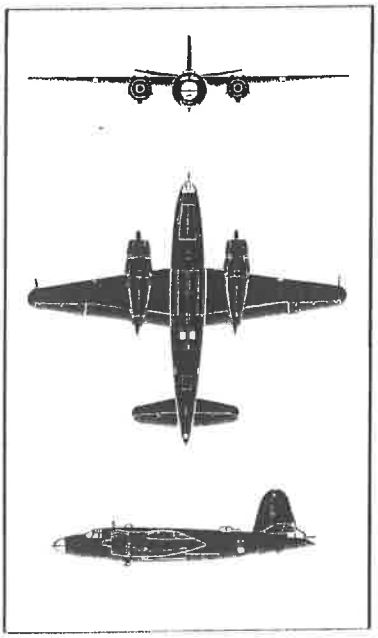
Strangely enough, impromptu torpedo-carrying at the Battle of Midway marked one of the B-26's first operational appearances. Its torpedo-carrying career continued in the Aleutians, but for the present it is functioning as a medium bomber, making French and Dutch airfields untenable for the Luftwaffe.

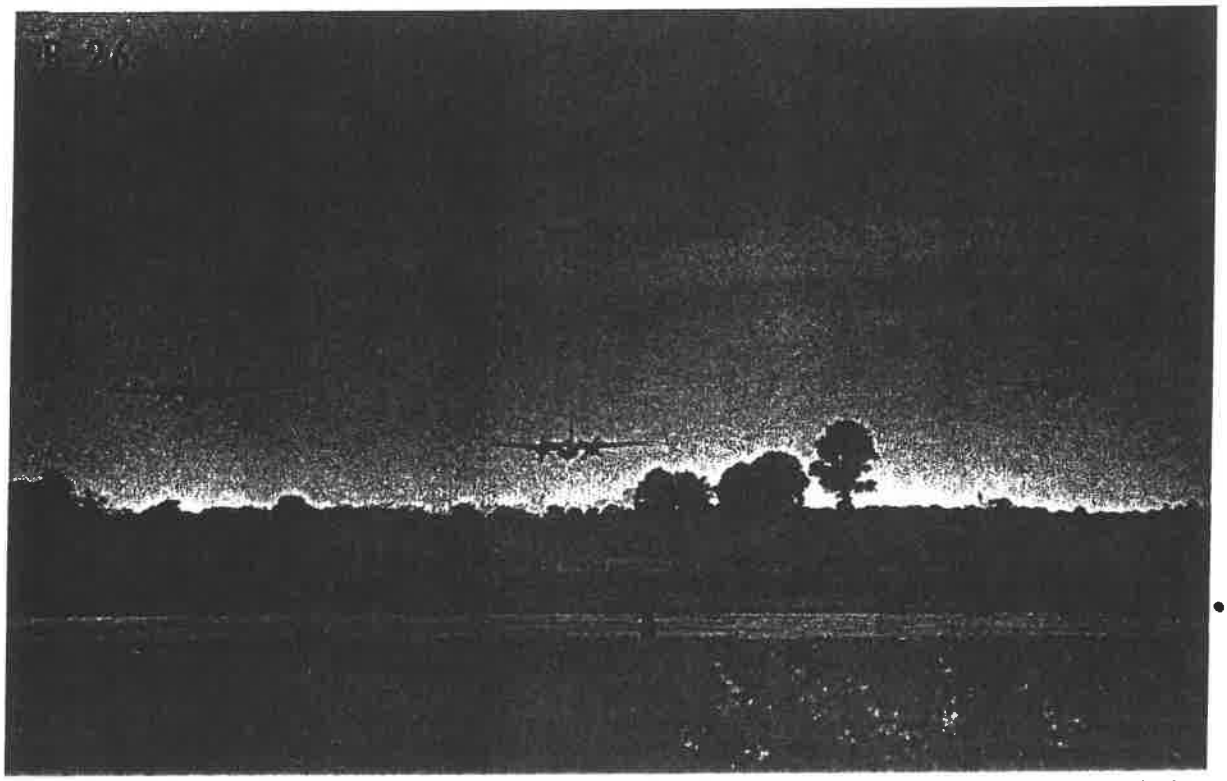
RECOGNITION: Perfect streamlining of its cigar-shaped fuselage is perhaps the B-26's best recognition point. It is a shoulder-wing, twin-engine monoplane. Both the trailing and leading edges of the wing taper sharply but head-on the wing is absolutely straight. Fuselage extends to a sharp point beyond tall fin and rudder.



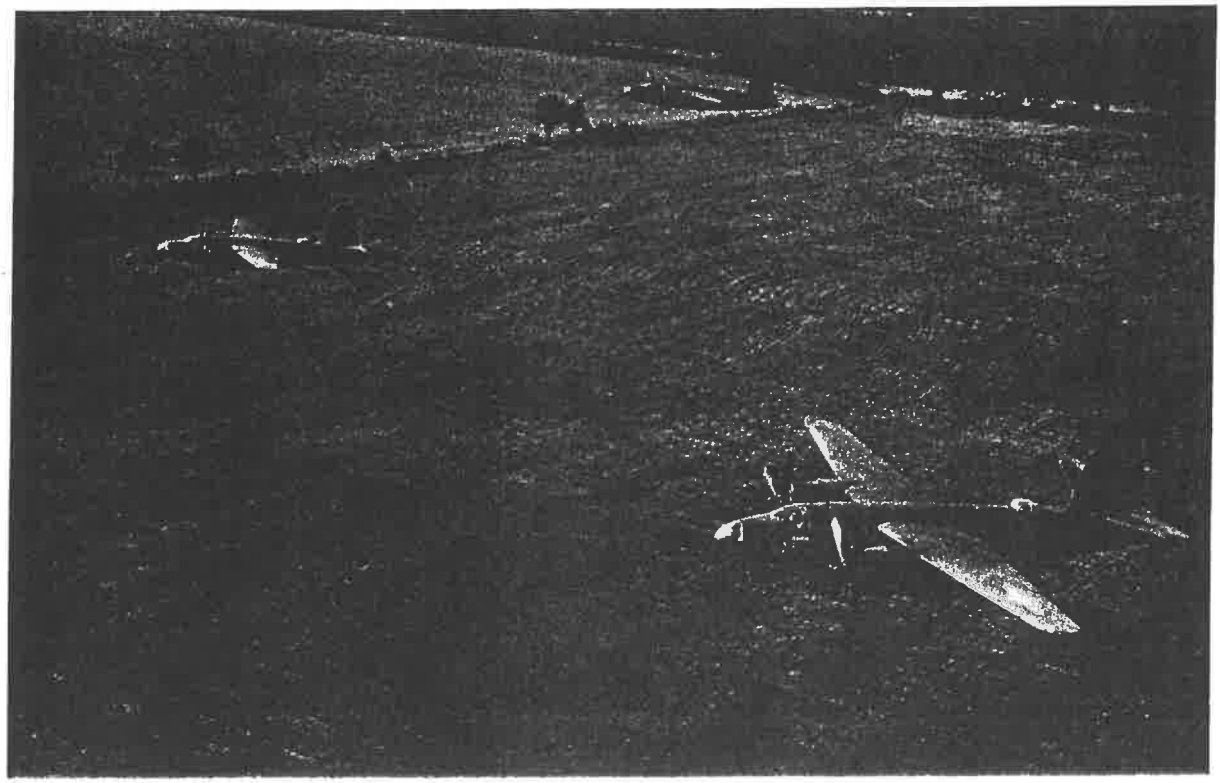
ON ROME RAID, sleek Marauder bombers head for Ciampino Airdrome to the south. Tall fin and rudder set well forward, symmetrical nose and the shoulder wing help identify B-26.

MARAUDER VIEWED HEAD-ON has been compared to flying torpedo and man eating shark. Absence of dihedral in wing contrasts with pronounced dihedral of B-26's tailplane.





Marauders zoom low across the countryside on operational flight in England. The B-26 has exceptional range, speed, bomb load and firepower for its size, so that in the early days it got the reputation of being just too much plane for one pilot. Design changes and special crew training have overcome all objections and Marauder's great offensive power is making itself felt in several theaters. Its pilots are its most enthusiastic supporters.



B-26's make their attacks at better than 250 m.p.h. Usual strike is made in elements of two, with first plane strafing gun emplacements as second starts its run. In anti-shipping attacks in the African theater more than 105 missions were flown with a record of 60% direct hits, 15% near misses. Much of the plastering of the French coast has been done by Marauders, an activity in which losses have sunk to the amazingly low level of 0.3%.

D.S.C. Presentation Ceremony

Hamilton Field, Calif.

Sun., Nov. 1, 1942

No. 1. Major Holland reading the citation

Early ~~[illegible]~~ a gorgeous, clear, day two army cars conveyed the family (Harland H. Duncan, Blanche C. Duncan, ~~Jane~~, Caroline and Nancy Duncan, Herbert G. Mayes, ~~and~~ Emma C. Mayes and Mabel D. Mayes) ~~to~~ across the Golden Gate Bridge ~~to~~ to ~~Hamilton~~ Field. ~~the office~~ After a slight delay at the gate for proper identification we wound up ~~the~~ a hill to ~~arrived at~~ the ~~lovely~~ Officer's Club which ~~over~~ looking the bay commands a wonderful view of the Richardson Bay. Major Holland soon met us to explain arrangements.

Mrs. Smith, and Captain Kemp arrived ~~with~~ and greeted us. They then took me off to headquarters where I met

Colonel Smith, the Commander of the field; Major General Barney Giles, Commander of the 4th Air Force; and others. Colonel Smith explained the procedure of the ceremony.

I then began to realize for the first time the significance and honor attached to such an award. Colonel Smith's description of what I was to do and what was to happen nearly floored me. I had not imagined anything nearly so elaborate.

At the appointed time, Captain Kemp, my escort, and I were driven to the hangar across the parade ground in background of first picture where we visible 10:15 until time to prepare to our station.

First, the troops marched to their places ~~and~~ in four large companies of 2 or 3 troops each. Maj. Holland, the C.O. started the ceremony by ~~com~~ giving commands for the companies to get into position. Their Lieutenants duly checked the files. The color guards presented the colors and the band played the ~~Ha~~ Star Spangled Banner.

Following these preliminaries ~~Capt~~ Kemp was ~~the last~~, commanded to bring me forward for the presentation of the ~~awarded~~ D.S.C. He had to halt half way across the grounds before Maj. Holland. He then read the citation in a loud voice for all to hear.

At the finish we proceeded

spacious parade
across the grounds (2nd picture)
on, to ~~Big~~ where General Giles and Colonel
Smith stood. ~~General Giles~~ Gen'l Giles
(3rd picture)
stepped forward, pinned the cross
~~on~~ (2nd picture) over my heart, took my hand
and ~~said~~ in a very few words ~~of~~
said something to the effect that
~~concerning the~~ ~~commendation~~ the award
telling small compensation for ~~the work~~ St. Mayes'
~~worthiness of flight~~ ~~such as~~ Hectic heroism.
and that he was very proud to make
this worthy presentation, ~~etc. to the~~

The four of us then stepped
back, Mrs. Smith joined me
and we stood in line for the
review.

The band played, marched
past and took its position near
the center to play for the
marching troops.

As the colors passed (4th
picture) Twelve P-39's flew over
and dipped in salute. (5th picture)
~~It was~~ a ~~most~~ thrilling sight
and feeling!

The greatest thrill of all & most unforgettable experiences was the closing moment of the review when suddenly the P-39's returned in a beautiful and perfect "V" formation for "Mayes" (6th picture). As suddenly as the planes appeared and were gone the ceremony ended. Everyone was shaking hands and talking & movies pictures were being shot, and a reporter from the Chronicle was trying to interview me.

Finally out of all the confusion the General and his wife and friends took their leave and the rest of the "official party" retired to the Officer's Club for a delicious steak lunch with Colonel and Mrs. Smith.

During the lunch a phone call came from Lt. H. H. Moore

who had been ~~is~~ Lt. Muri's Navigator at Midway and wanted me to visit him at the Quest House at Ft. Mason on our way home ~~Ft Door chauffeurs were given orders to take us by Ft Mason on~~

We easily located ~~Lt~~ Lt. Moore and had an interesting visit. He told us how the plans had gone into the battle, Capt. Collins some distance ahead then Lt. Muri followed by Lt. Watson + Hurb on either side, ~~behind~~. They ascended, released their torpedoes, ~~and~~ leapfrogged over the decks of the ~~Japs~~ Japs carriers + sped away. Lt. Moore could see nothing from his compartment in the plane, but repeated that Lt. Muri had seen one of the rear planes, most likely Hurb's speed

away with three or four Jap Zero planes on its tail. It could have been forced down and possibly these crew taken prisoners. ~~The fourth plane seems to~~ It is believed the 4th plane crashed. Capt Collins, being ahead, got away from the diving Zeros that had been waiting in the clouds above. Lt. Muri had over 500 bullet holes in his B-26. The torpedoes only cleared the ground by 8 inches. ~~The Navy had~~ There are several write ups in magazines and papers describing the feat undertaken by the four B-26's (Medium twin engine Army Bombers.) Herb had been in charge until Capt. Collins arrived to lead the flight into battle.